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ILLEGAL POSSESSION OF DAGGERS**COURT CASES.****CHINESE YOUTHS SMARTLY SENTENCED TO-DAY****"A LIKELY STORY"**

Sentence of five years hard labour each and 20 strokes of the birch was the sentence passed at the Central Magistracy this morning on two Chinese who were charged with the unlawful possession of daggers in Main-street at Shaukiwan on the night of September 19 last.

Two Magistrates, Mr. R. E. Lindsell and Major C. Wilson, O.B.E., tried the case.

The first accused pleaded "guilty," whilst the other who attempted to run away and had to be shot at and wounded by the police before he surrendered, denied that he ever had a dagger in his possession.

Evidence was given with regard to this man's arrest by Ng Say, Chinese constable C191. He said that at about 8.30 p.m. on September 19, as the result of information received a party of four Chinese constables (including witness) under the charge of Detective Sergeant McEwen, proceeded to the terminus at Shaukiwan where they took cover in the tea shed there.

"Don't Move!"

Soon after their arrival at the shed, the police informer came in and made another report as the result of which the police party followed three Chinese in black clothing who were walking along Main-street in the direction of the Police Station. One of the trio was walking in the centre of the street slightly in front, whilst the other two walked behind side by side.

When the witness was about 15 yards away from the pair the two men parted. The witness followed the second accused who had walked to the right of the street. As the witness got close to his man, he heard the voice of Chinese Sergeant Lam Kwan saying "Don't move."

Something White

Second accused (the man whom witness was following) thereupon looked round and witness called out to him "Stop, don't move." With a quick movement the accused drew something from his girdle, whereupon witness produced his revolver and covering the accused said: "Don't move, or I will shoot you dead."

Accused then bolted and the witness gave chase. Witness fired two shots into the hillside with the view of making the accused stop, but the latter ran on. As he ran, accused threw something white behind him with a backward swing of his right arm. Witness noticed that it fell among some tall grass about 10 yards from the foot of the hill.

The chase was continued and the witness fired four shots at the fugitive, aiming at his feet. The last shot caused the accused to stop and he crouched down. When witness got up to him, he found that accused had been wounded in the right ankle. Accused was placed under arrest and taken to the Shaukiwan Police Station, and later to hospital.

Later that same night, some coolie women were engaged to cut the grass at the spot where the something discarded by the accused had dropped, and the witness saw Sergeant McEwen recover a dagger (in court).

M. LAURENT EYNAC APPOINTED NEW FRENCH AIR MINISTER**SUPREME CONTROL**

Paris, Yesterday.
The Cabinet Council has decided that the Air Minister, Mr. Laurent Eynac, should have supreme control of all aviation and the military, naval and colonial air forces should work in close collaboration with him. Reuter.

SWEDISH CRISIS**GOVT'S ACTION FOLLOWING THE ELECTIONS**

Stockholm, Yesterday.
Following the conclusion of the elections for the Second Chamber announced on September 22, the Swedish Government has resigned.

IS LEAGUE WORTH THE PRICE?**INDIA'S QUERIES****IMPORTANT SPEECH BY LORD LYTON****A WARNING**

London, Yesterday.
Lord Lyton, (India) at the Geneva assembly protested against the increased league expenditure.

He said there was nothing in the present circumstances to justify the exceptional expenditure, and that the increase was caused by the inadequacy and the defective nature

of the method of controlling and limiting the spending. India found

it very difficult to justify the increased contribution and there was a widespread view in India that the League was not of much value to

Eastern countries, and that there seemed to be a tendency definitely in the direction of strengthening European interests at the expense of other countries and races. His

Lordship reminded the Assembly

that the question was often discussed in India whether membership of

the League were really worth the price, and he feared the time might

come when the Government of India

might find it impossible to answer

in the affirmative. He felt bound

to protest on behalf of the Indian

delegation, which was profoundly

dissatisfied with this year's budget.

Reuter.

SALT GABELLE**FEARS OF DISCONTINUATION BEING DISPelled****FOREIGN STAFF TO STAY**

Peking, To-day.

It is believed that the Nationalist Government's scheme for payment of the Salt Loans means the continuance of the Salt Gabelle (with its degree of foreign management). Recently, it will be recalled, there

were fears that the Salt Gabelle

would completely collapse and that

the retention of foreigners in the

service would be dispensed with.

These fears have now, apparently,

been dispelled by the announcement

of the Nationalist Government.

Reuter.

MISS TOBIN'S FATE.**BISHOP HOLDEN ARRIVES AT CHIUPING****SOLDIERS' SEARCH CONTINUES**

Wuchow, Yesterday.

Miss Tobin, of the Church Missionary Society, had not been released by her bandit-captors last night (that is, Sept. 25) but provincial troops are still searching for her.

The Rt. Rev. John Holden, M.A., D.D., Bishop of Kwangsi and Human and head of the Church Missionary Society in that part, has arrived at Chiuping. — British Naval Wireless.

Bishop Holden's headquarters are at Yungchow, in the south of Hunan.

To reach Chiuping, he had to go up one River and then down another, over tortuous water and difficult country, and the overland journey has been done in remarkably good time. It has been Bishop Holden's boast that in his long experience he has never had to ask for an armed escort when moving about in the interior.

FOUR HOURS' FIRE**2,000 BUILDINGS IN HANKOW DESTROYED**

Hankow, Yesterday.

A most disastrous fire broke out in the native city early in the morning of Sept. 25, over 2,000 huts, houses and shops being gutted and the Chisen-miao, one of the principal streets of the native city, being wiped out.

The exact number of casualties has not yet been ascertained. Seven bodies have so far been recovered. It is believed that many people jumped into ponds to escape the flames and were drowned.

It is stated that 7,000 people are homeless.

The fire started in a gambling den and spread with tremendous rapidity owing to the congested area and the high wind. Firemen got the conflagration under control after four hours' fighting with the flames. Reuter.

HAKUHO MARU SAFE LAST NIGHT**NOW IN HAINAN BAY****H.M.S. "THRACIAN" RETURNS WITH GOOD NEWS****WIRELESS PREDICTION WRONG**

The Japanese cargo steamer "Hakuhō Maru" is safe after anxiety had been felt following the broadcasting of an S.O.S.

At 3.17 p.m. yesterday, she reported that she had grounded in Hainan Middle Channel.

Later she reported that she was sinking, the message reading:

"Immediately rescue. Sunk in 10 minutes. No ships yet arrived."

At 7.30 p.m., H.M.S. "Thracyan" of the 8th Destroyer Flotilla left Hong Kong to assist, if possible, and to search for survivors.

Then at 10.10 last night, when "Thracyan" was going full speed on the journey of nearly 300 miles south-westward to the Hainan Straits, she picked up a report from the distressed vessel to the effect that she was safe and proceeding to Hainan Bay. "Thracyan" returned to Hong Kong at 7 a.m. to-day with the good news.

Ominous Interval

The location is believed to be:— Middle Channel, Hainan Straits, Two-miles Patch—2 miles distant, south-east.

It is thought that the wireless with "sunk in 10 minutes" meant that the ship was on an uneven keel and in danger of sinking. The fact that the message was sent proved that she could not have gone down yet.

Then followed an ominous interval of several hours during which it was reasonable to assume that the worst had ensued. Somehow or other, in spite of it being indicated that the vessel had been holed and was making water, she must have righted herself and gone to an anchorage, dispensing with the services of H.M.S. "Thracyan."

The "Hakuhō Maru" was formerly the "Itala" then owned by the British-India S.N. Co. She was built in 1900. Her dimensions are length 410 feet, beam 50.7 feet, depth 28.9 feet, net tonnage 3,247 gross tonnage 5,397. She does not call here.

LINKING UP

RAILWAY FOR THE INTERIOR OF CHINA?**LUNG-HAI LINE LOAN**

Shanghai, Yesterday.

Discussing the proposed extension of the Lung-hai Railway from Haichow (on the North China coast) to Kansu (in the western interior of China), in connection with which the Kuo Min news agency recently reported that negotiations had been concluded with a "certain financial group," the "N. C. Daily News" declares that the report is well founded.

The belief prevails that a group of Belgian financiers is interested, although the amount of the loan or the names of the lenders have not transpired. It adds that it is known that fifty locomotives are

coming either from France or Belgium to Pukow and the presumption is that these or at any rate a part of them are for the Lung-hai extension.

Though the Lung-hai Railway at one time was left with only four out of 150 locomotives, its position has become very much better during the past two months and the earning power of the line has reached a satisfactory basis.

Apparently Feng Yu-hsiang (the "Christian General"), is using his influence for the development of the line. Reuter.

"FATHER OF THE CITY OF LONDON" HONOURS.**BARONETCY FOR RETIRING LORD MAYOR****TWO KNIGHTHOODS**

London, Yesterday.

H.M. the King has approved that a Baronetcy of the United Kingdom be conferred upon Sir Charles Batho on the occasion of his retirement from the office of Lord-Mayor of London and that Knighthoods be conferred upon Mr. Henry Daventry and Mr. Frederick Green on their retirement from the office of Sheriff of the City of London.

REVIEW

London, Yesterday.

The latest official information

regarding the explosion is that 31 civilians, men, women and children were killed and 200 injured.

The military casualties, both

European and native, are very

heavy.

The total casualties will prob-

ably not be ascertainable for some

time.

The fortress has been reduced to

ruins.

EYE-WITNESSES' STORY

An eye-witness' account of this, the second disaster which has overtaken the Spanish nation within a few days, says that the explosion occurred as the audiences were emerging from the theatres and when the streets were crowded with people going.

There was a sudden flash, which

rented the sky, followed by a terrific

detonation, splinters of glass and

chimney pots; and showers of mud

and sand rained in the streets.

The panic-stricken crowds be-

lieved that an earthquake had oc-

curred.

NOTHING WAS LEFT OF THE FORTRESS

London, Yesterday.

N.E. winds; fresh, fair, is the

forecast until noon to-morrow.

An anticyclone is central over

Korea.

A trough of low pressure, ex-

tends from Indo-China to Guam.

Fresh monsoon may be expected

along the S.E. coast of China and

over the N. China Sea.

INDIAN REFORM**VICEROY'S STATEMENT AS TO CONTROL COMMITTEE****THE INVITATIONS**

Simla, Yesterday.

The Viceroy has notified Sir John Simon, in accordance with his request for the completion of the proposed Control (Central) Committee to co-operate with the Simon Commission, that he has invited the Indian members of the Legislative

who consented to serve on it in addition to the three already elected by the Council of State. He has also invited Sir Sankaran Nair, one of the Council of State selections, to

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TO LET—Offices to be let in Queen's Road, Central. Apply to E. B. SASOON & Co., Ltd., French Building.

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WESTOVER — STEVENAGE Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
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MISS GERTRUDE TURNER
(National Frodel Higher Certificate).

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Man Street.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Mr. Foo Pen-chen, Kowloon Tat, from steamship "Kashgar."

Daldo Gunny, from Shanghai.
Mrs. Orosco, Francis Hotel, from Shanghai.

Miyashita, "Hakusan" Maru, Ittoiyaru, Nippon Yusen Kaisha, from Utsu.

Pravall, from Tokyo.
E. V. JESSEN,
Superintendent,
Hong Kong, 20th Sept., 1928.

PUBLIC AUCTION.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of October, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 76 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 76 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary No.	Locality	Boundary Measurements			Total Area	Total Price
			N.	E.	S.		
1	1	Front of Island	Front of Island	Front of Island	Front of Island	100 ft.	100 ft.
		Front of Island	Front of Island	Front of Island	Front of Island	100 ft.	100 ft.

As per sale plan, 1,100 ft.

ft. ft. ft. ft. ft. ft. ft. ft.

NOTICES.

NOTICES.

HONG KONG TECHNICAL
INSTITUTE.

THE INSTITUTE will RE-OPEN on THURSDAY, October 4th. Students joining Classes will be enrolled at the Education Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 76 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 76 years.

Entry Forms and copies of the Prospectus may be obtained at the Education Department or the Central British School on October 1st.

The edict went forth, backed by all the majesty of the Mamour and might of the law, that an Orphanage was to be built and maintained by local subscriptions. On the next visit of the Governor the sheikhs and notables were called in and certified with tears in their eyes that their villages were so full, not only of fatherless but motherless orphans, that there was barely room to move.

The Mamour, with the help of the police and ghaiffs, then proceeded

to extract "voluntary" offerings from the sheikhs and notables, who

when it came to the point, were

not so certain about the large num-

ber of orphans in their own par-

ticular villages, though there was

no doubt whatever about the vast

number in others.

The formal opening of the build-

ing took place with the ceremony

befitting the occasion, the only jar-

ring note being the continued, not

to say conspicuous, absence of the

orphans. This was treated by the

assembly as being on the whole a

small and trifling matter, but on

the Governor tactlessly insisting

that the orphans themselves should

be present, the M.O. with a certain

amount of hesitation, said that as

a matter of fact, now that he was

pinned down to it, there were no

orphans, or, if there were, they

could not be found. The notable

and sheikhs, in their turn, came for-

ward to state that, though they and

other villages suffered from every

conceivable form of misery and

penury, all calling for active

pecuniary assistance from the

Government, yet there were strange

to say, no orphans.

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SEA AND DANUBE PORTS.

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From Hong Kong.

M.V. "VIMINALE" Sails on or about 11th October
M.V. "ESQUILINO" Sails on or about 8th November
M.V. ROMOLO Sails on or about 8th December

HOMWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "REMO" Sails on or about 16th October
M.V. "VIMINALE" Sails on or about 13th November
M.V. "ESQUILINO" Sails on or about 11th December

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SIBERIA MARU (Calls Los Angeles) Tuesday, 2nd October.

TAIYO MARU (Calls Nagasaki) Tuesday, 16th October.

TENYO MARU Tuesday, 30th October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

FUSHIMI MARU Saturday, 6th October.

HAKOZAKI MARU Saturday, 20th October.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th October.

MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BOKUYO MARU Saturday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Tuesday, 9th October.

NEW YORK and BOSTON via PANAMA.

TOBA MARU Sunday, 21st October.

LIVERPOOL via Port Said, Geneva, Marseilles.

† LIMA MARU (Calls Glasgow) Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

† RANGOON MARU Sunday, 30th September.

GENOA MARU Monday, 8th October.

NACASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 19th October.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Kobe direct) Friday, 28th September.

† MALACCA MARU (Calls Keelung)

(omits Shanghai) Sunday, 30th September

† TOYOOKA MARU Monday, 1st October.

*Cargo only.

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For further information apply to NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ALASKA MARU Thursday, 11th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

HAWAII MARU Saturday, 29th September.

LAPLATA MARU Friday, 26th October.

BONBAY—Via Singapore & Colombo.

SHUNKO MARU (Calls at Karachi) Thursday, 4th October.

BORNEO MARU Friday, 19th October.

DURBAN, DELGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.

CHICAGO MARU Friday, 28th September.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU Thursday, 28th October.

Victoria, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and Japan ports.

ALABAMA MARU (from Kobe) Sunday, 7th October.

MEI-HOURNE—Via Manila, Brisbane & Sydney.

BURMA MARU Monday, 8th October.

HAIPHONG—Via Hoihow & Pahod.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

ANDES MARU Saturday, 6th October.

KASADO MARU Wednesday, 10th October.

KEELUNG—Via SWATOW & AMOT.

KISHU MARU Sunday, 30th Sept. Noon.

HOZAN MARU Sunday, 7th October, noon.

TAKAO—Via SWATOW & AMOT.

DALI MARU Thursday, 4th Oct. Noon.

TANAO & KEELUNG.

SOURABAYA MARU Wednesday, 17th October.

For further particulars apply to OSAKA SHOSHA KAISHA.

Tel. Central No. 1032, 4000, 4002. M. TAKUCHI, Manager.

SHIPPING SECTION.



HELM ORDERS.

CONTROVERSY THAT STILL PERSISTS.

NO SIGNS OF WANING.

[From "The Dolphin."]

to questions put, are embodied in the following official report and are naturally of great importance:

On July 8, 1928, Lieut.-Commander Kenworthy asked the President of the Board of Trade if he is able to make any statement as to the Government's attitude to the proposal to change the form and terms of the helm orders on board ship by international agreement; and what steps have been taken, or will be taken, to ascertain the views of British mariners generally as to the desirability and form of the changes proposed?

Lieut.-Commander Cunliffe-Lister: Helm orders on British ships are governed by custom, not by law or regulation, and the Board of Trade would not intervene unless the custom were causing danger, or unless there were a general desire to consider the advisability of a change and the Board were invited to assist in the process. In that event, the Board would give all the help in their power but they would make three suggestions: first, that any proposed alteration should be fully considered by masters, navigation officers, and pilots before a decision is reached; second, that, if the British system is changed, it should be to some system which will be international; third, that special care be taken to prevent danger during the change over.

Lieut.-Commander Kenworthy:—Has the right hon. gentleman any evidence to show that either confusion or danger is caused by the present long-established and well-understood British helm orders?

Lieut.-Commander Cunliffe-Lister:—No, Sir; absolutely none, and that is why I should hesitate so much to give any support to any change which might be suggested.

Lieut.-Commander Kenworthy:—Will this House be consulted before any change is made, and before we ratify any change?

His Custom

It was my custom when commanding steamers on the Yangtze river to stand forward of the wheelhouse, where I was visible to the helmsman, and to supplement the words "port" "starboard," or "steady" by slight movements of the hand in the direction indicated.

This may not be any argument in favour of the retention of the helm orders under discussion, but members of the Management Committee who are familiar with the district will appreciate the value of this statement when I say that, although I navigated the difficult channel between Woosung and Shanghai many hundreds of times, both night and day under all weather conditions, I was never once involved in collision or grounding. If new words are substituted for those in present use, it will be many years before Asiatic helmsmen will become familiar with them, and in the meantime all kinds of accidents are likely to occur.

Incidentally, it would be interesting to know the views of the various marine insurance companies on this subject. I trust that the Management Committee and Executive will strongly oppose the suggested alteration in helm orders.

The other side of the question is ably dealt with by our old member, Captain T. N. Hugo, who is also of course a very experienced Shipmaster:

Lord Aspasia:—Is my right hon. friend aware that in America there are two systems now in vogue—the Admiralty have one system, and the Mercantile Marine have another—and can such a change possibly be made in the customs of this country without Parliamentary sanction?

Lieut.-Commander Cunliffe-Lister:—I am not sure about that matter. I think that very likely Parliamentary sanction would be advisable, but I do want, again, to assert that the fact that these questions appear on the Order Paper should not be taken by anybody to suggest that a change is contemplated, or is desirable.

Lieut.-Commander Cunliffe-Lister:—Can my right hon. friend say whether the Board, in conjunction with the Board of Admiralty, have had any preliminary investigation, especially in regard to American experience in this matter?

Lieut.-Commander Cunliffe-Lister:—Yes, I should not like without notice to say exactly what consideration has been given to it, but certainly we have no representation which leads us to suppose that any change is contemplated.

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LOCAL SHIPPING

TO-DAY'S ARRIVALS AND DEPARTURES

CARGO & PASSENGERS

Proteus (6,118) British, from Tacoma, Miike—B. & S.—93 passengers, 2,000 tons general cargo for Hong Kong.

Benayon (2,549) British, from London, Manila—Gibb, Livingston—1,400 tons general cargo for Hong Kong, 2,595 tons (through).

Antung (2,107) British, from Singapore, Amoy—B. & S.—900 tons general cargo for Hong Kong.

Cheongshing (1,256) British, from Tangku, Swatow—J. M.—6 passengers, 1,914 tons general cargo for Hong Kong, 312 tons (through).

Glentara (4,123) British, from Hamburg, Singapore—J. M.—510 tons general cargo for Hong Kong, 4,000 tons (through).

Chenian (1,355) British, from Canton—B. & S.—48 passengers, 495 tons general cargo (through).

Lim Chow (1,416) French, from Canton—Singkei—340 tons general cargo (through).

Tjikarang (6,060) Dutch, from Socaraya, Muntok—J. C. J. L.—865 passengers, 4,010 tons general cargo for Hong Kong, 6,531 tons (through).

Dukat, Norwegian, from Bangkok—Chin Seng—11 passengers, 1,680 tons rice for Hong Kong.

Argun Maru (4,040) Japanese, from New York, Keelung—O.S.K.—136 tons bamboo poles (through).

Kishu Maru (1,567) Japanese, from Keelung, Swatow—O.S.K.—12 passengers, 599 tons coal and general cargo for Hong Kong.

Lushan Maru (1,500) Japanese, from Shanghai, Swatow—N.Y.K.—105 passengers, 1 ton pig iron for Hong Kong, 8 tons general cargo (through).

Jendai Maru (2,069) Japanese, from Canton—M.B.K.

Nagato Maru (4,324) Japanese, from Yokohama, Shanghai, 722 tons general cargo for Hong Kong, 4,089 tons (through).

Tak Hing (101) Chinese, from Macao—Hong Kong—75 tons general cargo for Hong Kong.

Departures

For Canton:—Kwongsang.

For Shammi:—Lee Cheung.

For Amoy:—Kutsang.

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KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.
MUREA	10,953	13th Oct.	Marseilles & London.
KHIVA	9,135	27th Oct.	Marseilles & London & Hull.
IMURZAPORE	6,715	1st Nov.	Straits & Bombay.
KIDDERPORE	5,334	10th Nov.	Straits, Bombay & Karachi.
MACEONIA	11,120	10th Nov.	Bombay, Marseilles & London.

*Cargo only. *Calls Casablanca.

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LAHORE	5,252	2nd Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	2nd Oct.	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,000	10th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "CITY OF WELLINGTON" Via Suez Canal. 5th Oct.

S.S. "AGAFENOR" Via Suez Canal. 12th Oct.

S.S. "CITY OF KIOS" Via Suez Canal. 18th Nov.

S.S. "PYRRHUS" Via Suez Canal. 25th Nov.

S.S. "CITY OF PERTH" Via Suez Canal. 2nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners Option.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

**AMERICAN & MANCHURIAN
LINE.**

From U.S.A. & Marseilles.

The Steamship

"CITY OF LINCOLN" having arrived, Consignees of Cargo, by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st October, 1928, will be subject to Rent.

All claims against the Steamer must be presented to the Under-signed on or before 8th October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.
General Agents.
Hong Kong, 26th September, 1928.

NOTICE TO CONSIGNEES.

**THE BEN LINE STEAMERS,
LIMITED.**

From LEITH, MIDDLESBROUGH,
ANTWERP, LONDON, STRAITS
AND PHILIPPINES

The Steamship

"BENAVON" CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf, and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 17th October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GHIB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 26th Sept., 1928.

NOTICE TO CONSIGNEES.

M.V. "TOLEDO."

From NEW YORK &

NEWPORT NEWS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf, and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 24th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the vessel must be presented to the Under-signed on or before the 3rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 10 a.m. by our Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.
Agents.
Hong Kong, 24th Sept., 1928.

MOVEMENTS OF STEAMERS.

The S.S. "Hawaii Maru" is expected to arrive here to-morrow and will leave on Saturday for South African and South American ports via Suez, Singapore and Colombo.

The B.L.s.s. "Talma" left Singapore for this port on Sept. 24 p.m. and is due here on Saturday morning.

The C.P.S. "Empress of Asia" from Hong Kong on Sept. 12 left Yokohama on September 20 at 10 p.m. and is due here on Saturday morning.

The C.P.S. "Empress of Asia" (from Manila) is due here on Saturday morning.

The C.P.S. "Empress of Asia" (from Manila) is due here on Saturday morning.

K. M. A.

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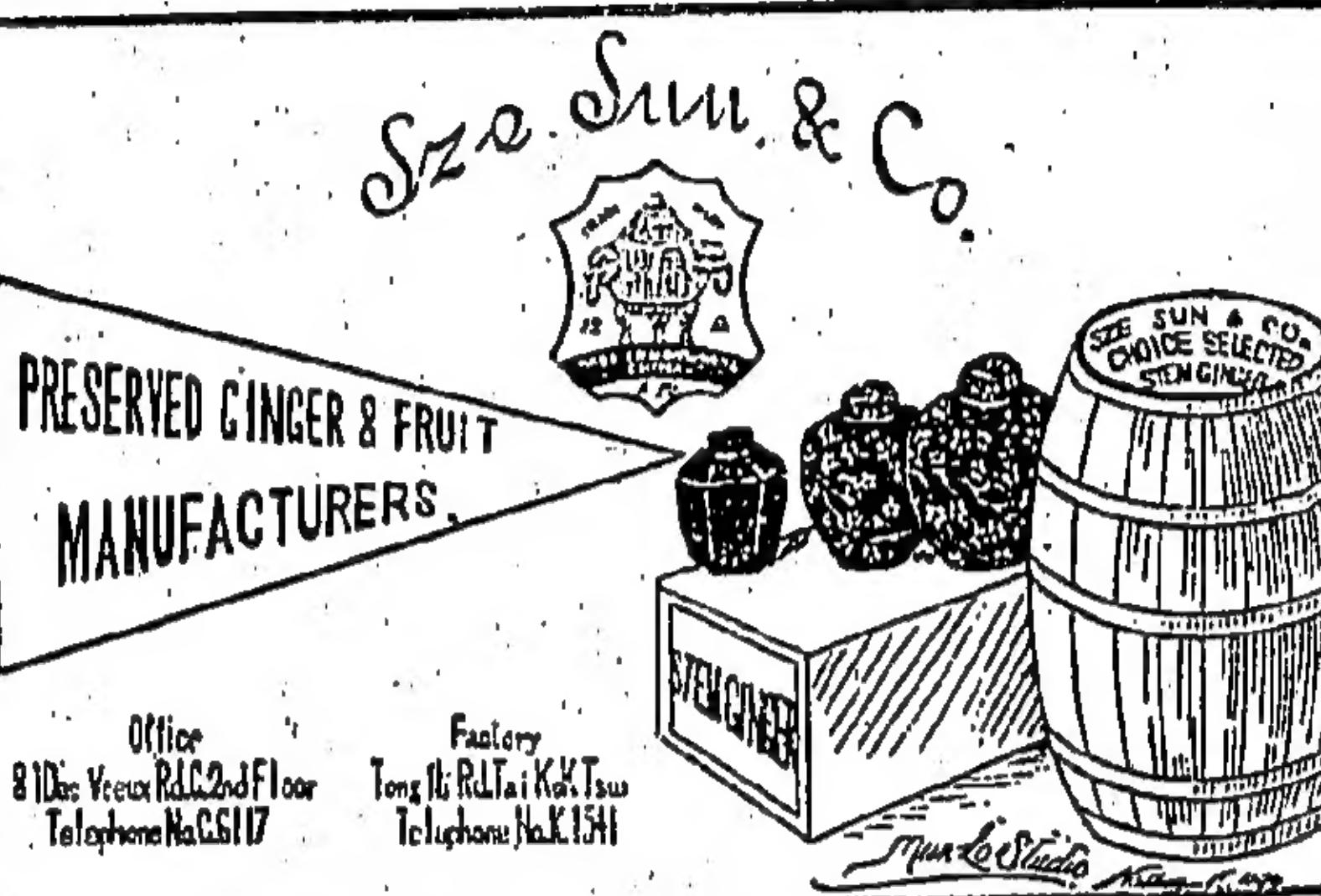
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Hong Kong, Thursday, Sept. 27, 1928.

UNSATISFACTORY FEATURES

Among the many unsatisfactory features in the 1928 Budget which has just passed its first reading perhaps the most unsatisfactory is that revealing an increase in the estimated covering of the Cadet Service and the Senior Clerical and Accounting Staff, together with the Colonial Secretary's promise (or threat) that recent events in the Colony, which have led to a careful review of all our financial matters may result in a recommendation for considerable expansion of the latter branch of the Service. Total increases amount to \$92,489, a tidy sum seeing that we are budgetting for a deficit of two and a half million dollars. The actual amount, however, is not so much the point at issue as is the principle involved. Why the Government has thought fit to raise the initial salaries of Cadets from £350 to £375 is not made clear in the estimates. The excuse given by the Colonial Secretary, that the increase has been deemed necessary to meet recruiting difficulties is not a very good one. The state of the Home employment market is known to everybody and it is obvious that the public schools and universities are turning out any number of young men with no special qualifications but who would we imagine, eagerly clutch at a job commencing at seven pounds a week and who could easily respond to the educational demands of the service. And, presumably, Cadets are enjoying the recent unjustified increases of twelve or sixteen per cent. as another Home-engaged Civil servants.

The initial salaries of Police Probationers and Schoolmarmers also, we observe, are to be in-

leave England for India to undertake their second tour. They do so on the present occasion under much happier circumstances, as Sir John was able to state that of the nine Indian provinces eight had definitely decided to cooperate with the Commission and that the remaining province had not quite decided upon its course. Recalling the rumpus that was general throughout India when the Commission was first mentioned, the change is indeed very satisfactory. The trouble, it will be remembered, was owing to the non-inclusion of Indians upon the Commission. Happily, this grievance has been removed by the appointment of an Indian Committee which will accompany the Commission throughout their tour. So, it seems, all is well for the work of Sir John Simon and his colleagues. Sir John, who is a very distinguished lawyer, might long ago (had he not preferred to await his chances of a Premiership that has not yet come to him) have sat upon the Woolsack as England's Lord High Chancellor. As "Truth" once observed, Sir John Simon is not quite so simple as his name might imply, and it may therefore be confidently predicted that Sir John will direct his Commission in manner highly satisfactory to England and, we trust, to India as well.

Mr. P. J. O'Brien, Inspector of the S.P.C.A., had two cases before the Kowloon Magistracy this morning, both relating to cruelty to animals. In the first case, defendant was fined \$4 and in the second case the fine was \$10.

The old established firm of Lazarus, Opticians, will remove to premises in the Ho Hong Bank building (opposite present place of business) at the end of October. This removal is made necessary by the demolition of the building in which they are now located.

For the theft of a jersey and a long tweed coat, a Chinaman was this morning, at the Kowloon Magistracy, sentenced to 2 months' hard labour. The theft took place at No. 517, Nathan-road, while the inmates of the flat were engaged in removing furniture into another house. Defendant pleaded guilty.

At an examination at North Point held under the auspices of Bronze Medallion of the Society; Sept. 26 the following candidates qualified for the Proficiency certificate and the Bronze Medallion of the Society. L/Cpl. H. V. Morris, and Pte. P. J. Padley, both of the Royal Army Ordnance Corps, Hong Kong.

Another embezzlement case, involving the sum of \$1,900, has been reported to the police. According to Ma Kao of No. 2, Western-street, ground floor, a cashier named Lee Cheung, 23 years of age, a native of Hangshan, and a secretary named Po Kwai (48), a native of Pun Yu, collected the money from various shops in the city on Sept. 12, and both disappeared.

A Chinese boy was removed to the Government Civil Hospital yesterday, after being knocked down by a motor car at the junction of Circular Path and Queen's-road, West.

The body of a Chinese coolie (35), was found hanging on a street lamp post on the Peak-road, near the Peak Tram Station, yesterday. The body was removed to the Public Mortuary.

Whilst walking along Connaught-road Central at 1.30 p.m. yesterday, Mr. M. Buttan, who lives at the Sikhs temple, Wanchai, has \$40 in bank notes stolen from him by a man who bumped into him.

As the result of a sudden squall yesterday evening, a fishing junk was capsized off the harbour at Bu-Tol, near Deep Water Bay. Those aboard were thrown into the water and a woman was drowned.

Pleading guilty to a charge of having stolen \$2 from a man who was sleeping outside the Tai Ping Theatre, last night, a Chinese was sentenced to three months' hard labour at the Central Magistracy this morning.

Mr. C. Burford, land bailiff of the Public Works Department charged a Chinese at the Kowloon Magistracy this morning with trespassing on crown land in Kowloon district. Defendant pleaded guilty and was fined \$5 or 5 days with hard labour.

The Chinese Recreation Club which was to have taken place last week-end on Saturday, October 20. H.E. the Officer Administrator, giving the Government will be present and a series of tennis matches has been arranged.

A re-hearing of the case in which a Chinese was fined \$500 for six months' hard labour last week on charges of keeping a common gaming house and possession of 120 "po piu" lottery tickets, was granted at the Kowloon Magistracy yesterday. Mr. Hin-shing Lo (instructed by Mr. J. M. Hall) appeared for the defence.

At the Kowloon Magistracy yesterday, an application for leave to appeal was granted against the judgment which was delivered in the case in which the Chung Wah Battery Company were recently convicted on charges of infringements of the "Eveready" marks. Mr. C. A. S. Russ appeared for the defendant company, who were fined \$100.

After fully 21 years' service in the Colony, Inspector William Spear, of the Police Department, is retiring on pension. He will be leaving for Home on Oct. 13. Inspector Spear joined as constable in March, 1907, was promoted lance-sergeant in 1913, sergeant in 1919, sub-inspector in 1920 and inspector in 1924. During the last few years he has been attached to Central, the Divisional Inspector and in other capacities of the Water Police.

P'RAPS-P'RAPS NOT!

Hart: "What do you think of Tetley? Honesty seems printed on his face."

Smart: "Yes. With some allowance for typographical errors, of course."

"Is this a really exciting story?" inquired the old lady, as the librarian handed her the book for which she had asked.

"Well, it depends on what you call exciting," replied the librarian. "It has three murders in it."

"That's right," said the lady. "I like a book with a bit of life in it."

Percy's mother was getting him ready for school. Suddenly she noticed a bruise on his head.

"Percy," she said, "you've been fighting again!"

"Rot!" said Percy. "I wasn't fighting at all. That was an oversight."

"Yes," he replied. "I was sitting on that little ass, Tanner; yesterday, and I forgot to hold his feet."

She was a very busy woman, and found it most disturbing and irritating when one day she was bitten by a dog. But, despite her accident, she carried on bravely with the work in her department. Then a fresh trouble arose—people in the same business kept worrying her with senseless questions.

"Fancy, were you bitten by a mad dog?"

"Yes, I was."

"And yet you're working here just the same. Writing your will, I suppose?"

"No," snapped the injured woman. "I'm making a list of the people I'll bite if I do go mad."

THE MOVIETONE

TALKING PICTURES IN LONDON.

READER'S DESCRIPTION.

A reader of the "China Mail" in London describes in the following extracts from a letter, the new talking pictures being shown in the Metropolis. He says:

"The New Gallery has a wonderful invention called the Movieline. It is exclusive to that theatre and is really very good. I had to pay 5s. 9d. to see it; the seats are expensive at that place but I must say very comfortable."

"On this film you will see a party of orphans at some U.S.A. seaport giving a concert on the sands. You see them around their piano all the time and then you hear them singing. It was again to hear the American accent again!"

"Then they will show M. Brian giving an address at the unveiling of the Foch War Memorial. You see his lips moving and hear his address in French. It is wonderful. You hear the coughs of onlookers and the sneezings of the horses."

From the Opera:

"They then showed motor boat racing and tank displays, and you could hear the motor boats chugging away on this sort of gramophone. In the latter instance you heard the noise of the trees being felled by the tank on its way to its position. It really was awfully good. I don't suppose you have the Movieline in Hong Kong yet?"

"They then gave M. Bonelli presenting his part from the opera 'Pagliacci.' He had a wonderful voice and you saw him in a clown's costume and his lips moving all the time. He received a wonderful ovation at the close, some crying out 'Encore!' as if he could hear it. It was quite weird. A comic, 'The Pathé Gazette' and the 'New Gallery News' completed the programme and I think I got my money's worth!"

At Mme. Tussaud's:

"I also went to Mme. Tussaud's new Cinema. It is a gorgeous place. The orchestra is on a moving platform that is out of sight when the lights are off. When playing the sound seems to come from the bowels of the earth and as it gradually grows louder the orchestra appears on the platform, rising upwards."

"Mme. Tussaud's has a very good orchestra indeed and a topping Cafe and Buffet Bar. I think I like it the second best in London. I consider the Rialto as the premier picture palace. I saw 'Modern Daughters' and 'Enemies' of Society, both being quite good but nowhere near 'The Gaucho.' This was a wonderful picture and typical of Duggie."

"Other films I have seen are 'Spotlight', 'Woman Wise', 'Half a Bridal', etc."

NEW C.P.R. HOTEL

PALatial BUILDING FOR TORONTO

We are in receipt of a hand-some booklet from the Canadian Pacific Railway Company, describing their new hotel, "The Royal York," now in course of construction in Toronto, Ont. It is expected to be opened on June 15, 1929. A huge building in the heart of the city, it is situated on the North side of Front-street, and connected with the new Union Station by a subway. The completed building will contain over 1,000 luxuriously furnished rooms, with extensive views to north, east, south and west. The booklet issued by the company is very tastefully decorated in many silver containing a beautiful coloured picture of the hotel, many floor plans and a short history of Toronto and a detailed section entitled "What to See."

FATHER AUGUSTIN

WELL-KNOWN LOCAL PRIESTS
DEATH

POPULAR IN THE COLONY

A large circle of friends, Roman Catholics and otherwise, will learn with deep regret of the death of the Rev. Father Augustin Placzek, who had been rector of St. Margaret Mary's Church, Broadwood-road, Happy Valley, ever since the completion of that Church some three years ago.

Father Augustin's death took place, not unexpectedly, at the French Hospital, Causeway Bay, at 10 o'clock last night, after an illness which lasted about a week. Although of a robust constitution, Father Augustin was unable to withstand his last illness and sank steadily, almost from the moment of his admission to the hospital. In spite of all possible medical attention and the tender ministrations of the good sisters of St. Paul's Institution, with which Father Augustin had been identified for a number of years as spiritual director.

A gloom fell over Father Augustin's flock of St. Margaret Mary's Church and Roman Catholics in Hong Kong generally, early this week when it was learned that all hope had been given up for his recovery and that he had received the last rites of his religion. Since Monday Father Augustin had lingered at death's door, and it was only his strong constitution which permitted him to put up such a stout struggle.

Born in Poland

Father Augustin, who was born in Poland on August 21, 1874, was just over 54 years of age at the time of his death. He completed his studies in Italy, where he joined the Milan Foreign Mission Society.

He first came to Hong Kong in 1898 at the age of 24 years, and except for a short visit home after the Great War in which his people suffered greatly, Father Augustin had been a priest in Hong Kong for the past 30 years. On his arrival in Hong Kong, he was for some time given charge of the Italian Mission Seminary as Professor, and practically all the Chinese priests of the Vicariate have been his pupils. Soon afterwards he was appointed Chaplain to the Forces, a position which he held until recently when he took over the rectorship of the new St. Margaret Mary's Church in the construction of which he had taken a great interest. It was owing to Father Augustin's efforts that St. Margaret Mary's Church possesses one of the finest organs in the Colony and the electric clock, which is a landmark at Happy Valley and a boon to residents in the neighbourhood.

Some 25 years ago, on the death of the late Rev. Father Hippolitus, Father Augustin was appointed Rector of St. Joseph's Church, and was responsible for its many improvements, which throughout his rectorship was the Servicemen's place of worship, the Catholic members of both the Navy and the Army attending Church parade at St. Joseph's regularly each Sunday. Of great organising ability, Father Augustin saw the need of a meeting place and recreation hall for his flock at St. Joseph's and it was due to his efforts that St. Patrick's Club was brought into being.

Welcomed All

Club life in Hong Kong 25 years ago did not afford the facilities to be found at the present time, so that St. Patrick's Club was a boon to every man, especially Servicemen. Father Augustin's broadmindedness prompted him to welcome everybody at St. Patrick's irrespective of their religious beliefs, so that he rapidly became well-known and popular with every foreign resident in Hong Kong. There are still many old residents, non-Catholics, who hold Father Augustin in deep regard, a regard which he fully earned and which he held to the last. These old friends will doubtless regard Father Augustin's passing as a personal loss.

Kindly Adviser

Of a kindly and genial disposition, Father Augustin always had a good word of advice to every stranger in Hong Kong. He went out of his way to make them feel at home, helped them to carve out a career, and, to really deserving cases, helped them financially as far as he could. Many have to thank Father Augustin for a start in life in the old days, and many were deeply grateful to the good priest for his assistance. Father Augustin's reward lay in the fact that his protégés remained ever grateful and loyal to him. Although he had always been a frank, plain-spoken man, it was difficult for anyone to take offence, so pleasingly were the "little lectures" delivered for the good of those he took upon himself to uplift.

Many of the former members of his St. Joseph's Church congregation and of St. Patrick's Club became his attached friends, especially members of the police force and of the local Police corps.

"LOVES OF CARMEN"

THRILLING LOVE ROMANCE OF SPAIN

AT THE QUEEN'S.

Showing at the Queen's Theatre until Saturday, the "Loves of Carmen" presents something unique in photographic scenery and general interest in them.

Adapted from the popular conception of the Opera "Carmen" the picture portrays the adventures of the terminating cigarette girl.

Dolores del Rio as Carmen has a difficult part to play but her acting is magnificent. Don Alvarado as an officer of the guards, plays the part of Carmen's ever-worshipping lover. His adventures, degradation at her hands, and his acting in the thrilling climax, leaves nothing to be desired.

As a haughty and boastful torero, Victor McLaglen is responsible for much of the finest situations in the picture. He well lives up to the great reputation he gained in "What Price Glory."

STAR THEATRE.

THRILLING OIL RUSH DRAMA TO-DAY.

A gripping story of the Oklahoma oil rush will be found in "The Brute", the new picture which comes to the Star Theatre to-day and which will remain the chief attraction until Saturday.

Monte Blue is the leading player, taking the part of a dull-witted slow in action young man who, however, encounters many thrilling adventures in the course of a charming romance. Leila Hyams is the heroine being cast as a dance hall girl who is fought for by many, but finally won only by "The Brute." The picture has plenty of comedy which is in the capable hands of Clyde Cook.

Most of the action of the picture takes place in the picturesque Death Valley, California, where the scenes were actually filmed. There is an excellent supporting cast which includes Carol Nye and Paul Nicholson.

SHIPPING STRIKE

UNIONS DECIDE TO FIGHT THE NEW ACT

FRESH CRISIS

Melbourne, Yesterday. A fresh crisis is threatened in the waterside dispute. At the big interstate conference the Maritime and Transport Unions decided to endorse the men's unions' order to return to work, but are now planning an all-union movement to fight the Transport Workers Act, which the delegates have described as "a conscription of labour." It is reported from all over the country that there is no likelihood of trade unionists registering under the Act.

Over three thousand volunteers are now enrolled at ports, including 1,300 at Melbourne. The waterside workers at Brisbane overwhelmingly rejected on a ballot the decision to resume work, but dockers at Adelaide have declared the strike off. It is however reported from Adelaide that as a result of intimidation only six drivers carried wool to free labour ships to-day.—Reuter.

Samuel Levy, aged 27, was remanded for a week by a Cardiff magistrate on a burglary charge, it being stated that he had swallowed a fork and spoon while in a Central Police Station cell.

respondence with him, even many years after they had left the Colony. All will feel his loss keenly.

He was most beloved by his cosmopolitan congregation at St. Margaret Mary's Church, and very popular on account of his forcible preaching and for the great interest he always took in his flock, for his great zeal for the upkeep of his church, which in addition to the up-to-date organ, he provided with stained-glass windows, a perfect choir, and many other decorations, his ambition being to make it the best in the Colony. His parishioners generously responded to his appeals.

He leaves at home a brother and his aged mother, 92 years old, for whom much sympathy will be felt.

Service This Morning

At 7 o'clock this morning a largely attended dead service was held at St. Margaret Mary's Church, at which His Lordship Bishop H. Valtorta officiated assisted by the clergy. The body of the dead priest in its coffin was in the Church during the service and will lie in state there until the time for the funeral. During the day many people visited the Church to view the body and pay their last respects.

The funeral will take place to-day, the cortège passing through Happy Valley at 5.30 p.m. with costs.

A LANDLADY'S CASE

(Continued from Page 1.)

The defendants do not say whether they sent to their room for the usual requirements for the night so I assume they did not. The alternatives are that they went fully provided with these or they managed without. The latter alternative would be a very uncomfortable arrangement for a couple like the plaintiffs on a hot night in August. I suspect they went fully provided and that they had no intention of going back to the defendant's flat. All the circumstances point to this.

Paid Under Protest

Life had not been pleasant there since the defendant had heard about this proposed departure for Australia. All their belongings had been packed ready for removal. It only remained for Mr. Howarth to go and get them. He had told us that he went the next morning. Mrs. Howarth did not say she went with him. I should have expected an early return if she really intended to stay until the end of the month and in view of her statement that she had nothing but what she stood up in.

If Mr. Howarth's story, that all their baggage was packed ready to be put on board the P. and O. ship for Australia, is true, it seems extraordinary that they kept nothing out but what they were wearing with two days of August to be lived through before the date of sailing.

Mr. Howarth failed to secure the baggage on the morning of August 28 as the defendant refused to let him have it unless he settled her claim. He went to see his solicitors and after paying \$32.50 under protest he was informed he might take it.

Shipping Co.'s Position

He went again the next morning, August 29, with coolies and took the baggage away. We were not told whether Mrs. Howarth went with him. He was not certain what time it was or whether he cancelled the passage for Australia before or after he got the baggage. His account of it all was so very casual that I doubt whether the plaintiffs ever had any intention of sailing on August 31.

According to his account, the shipping company allowed him to

cancel his passage two days before the ship sailed as though it was quite immaterial to them whether the plaintiffs went by that ship or the next and in the end Mr. Howarth said that the cancellation of the passage was not entirely due to the detention of the baggage.

I do not believe that the cancellation had anything whatever to do with the baggage if there was, in fact, any cancellation at all.

The plaintiffs gave the defendant good reason for believing they had left her by acting in the way they did.

No Lien

I will now deal with the plaintiffs' claim:

1. The sum of \$32.50, which has been returned; 2. Hotel expenses for the last four days of August; 3. Damages for trespass—I believe the plaintiffs left of their own accord on August 27. There was no evidence that they ever sought to return with the intention of continuing their residence. Mr.

Howarth only went back to get the baggage. Mrs. Howarth apparently did not go near the place again.

4. Damages for illegal detention of the plaintiffs' effects and baggage.

The defendant was not an innkeeper and accordingly had no lien on the plaintiffs' belongings. On the other hand she had good reason to believe that the plaintiffs had left her and were going to evade any claim she might have.

No Damages

The detention may have been wrong but what damages did the plaintiffs suffer by reason of it?

They said that they had packed everything ready for the ship. There was no evidence that anything was left out for use until the ship sailed. The plaintiffs' account of what took place is such that I am not prepared to award them even nominal damages for the few hours' detention of their baggage.

The plaintiffs complain that they were unable to go and see if they had left any of their belongings about this room but they have said that all their trunks and suitcases were packed ready to be taken away and they have given no evidence that they ever sought opportunity to look around the room.

Decision on Facts

5. Further and other relief—I see no reason for giving the plaintiffs any relief. I do not consider that they have proved to my satisfaction that they have suffered any damage for which the defendant is responsible.

There was some argument at the trial on what the legal relation of the parties to this action were. This seemed an involved and difficult question which I have considered but now find unnecessary to deal with any further as I have been able to arrive at a decision on the facts alone.

I give judgment for the defendant with costs.

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Sir Otto Beit, the South African railway magnate, who is lying ill at Tewin Water, his Welford, Hertfordshire, home, is gradually improving.

PUBLIC AUCTION.

THE Undersigned have received Instructions to sell by Public Auction

ON WEDNESDAY, 3rd October, 1928, commencing at 11 a.m. at No. 4, King's Terrace, Nathan Road, Ground Floor, Kowloon

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GILDA (his daughter) Sra. Pagliughi (soprano)

GOVANNA (her nurse) Sra. Brambilla (mezzo-soprano)

DUKE OF MANTUA Sr. Folgar (tenor)

SPARAFUCILE (hired bravo) Sr. Menni (bass)

MADDALENA (his sister, a dancing girl) Sra. de Cristoff (mezzo-soprano)

COUNT CEPRANO Sr. Menni (bass)

COUNTESS CEPRANO Sra. Brambilla (mezzo-soprano)

COUNT MONTERONE Sr. Baracchi (baritone)

BORSA Sr. Nessi (tenor)

MARULLO Sr. Baracchi (baritone)

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TEN YEARS AGO

BRINGING DOWN A NEW ZEPPELIN

NORTH SEA ACTION

[By Hector C. Bywater.]

On Sunday, August 11, 1918, there was fought in the North Sea a brisk little action which had far-reaching results on the subsequent course of the war. This engagement was noteworthy in itself as being one of the rare occasions on which a squadron of warships was pitted against a fleet of aircraft. It is also of historical importance as having signalled the end for all practical purposes of the German Zeppelin campaign. In consequence of this affair all Zeppelins were withdrawn from the North Sea zone and took no further part in the active conduct of the war.

The action developed out of a British naval sweep along the West Frisian coast, where enemy light craft were reported to be cruising. Admiral Tyrwhitt, with his famous Harwich Force, had put to sea in the hope of cutting these ships off from their base and rounding them up.

At this date a number of C.M.B.'s—small coastal motor boats of the hydroplane type, capable of making nearly 40 knots, and armed with one or two torpedoes which were projected, tail first, from the stern—were working with the Harwich cruisers, and were cast for a leading part in the programme. Their mission was to dash in at full speed and torpedo any German vessels that might be sighted.

The enemy, however, was on the alert. His air patrols appear to have given timely warning of the impending raid, thus enabling his cruisers and torpedo craft to avoid contact with our main force. But the day was by no means uneven. Our C.M.B.'s, scouting well ahead of the main body, were suddenly attacked by a flight of German seaplanes, which had much the best of the encounter. Barring a few guns, the C.M.B.'s had no means of defence save their speed, and against hostile aircraft this availed them nothing. Swooping down upon the flotilla the German seaplanes riddled their hulls with a hail of machine-gun bullets. Three boats, Nos. 40, 42, and 47, were sunk, while others sustained damage and casualties. Up to this point, therefore, honours rested with the enemy. But we were soon to have our revenge.

The fight had been witnessed from a distance by a big Zeppelin, the L53, commanded by Captain Prols, who ranked as one of the ablest of all German airship navigators. This vessel remained hovering near the scene until she was sighted from the British squadron. Preparations were at once made to attack her. Within a few minutes a Sopwith Camel aeroplane had been flown off a lighter towed at high speed by one of the destroyers, and was climbing steadily to get above its prey. The Zeppelin promptly made off to the east at full speed, but too late.

A Cryptic Signal

Eager watchers in the British squadron saw a tongue of fire leap from the Zeppelin as the incendiary bullets of its tiny assailant found their billet, then the whole airship became wrapped in flames until the full broke in two and fell, a blazing mass of wreckage, into the sea. While the triumphant Sopwith Camel was winging its way back to the squadron, the Commander-in-Chief made a somewhat cryptic signal: "See Hymn No. 414, Ancient and Modern, last verse." One can imagine that in every ship of the squadron hymn-books were hastily thumbed until this particular hymn and verse were found.

O happy band of pilgrims,

Look upward to the skies,

Where such a light affliction

Shall win so great a prize.

This was the fourth Zeppelin which British naval forces had destroyed in the space of three

days in the course of the

campaign. Daily Telegraph.



Carl Kauffmann, Pittsburgh, Pa., golfer, and the cup he won by retaining his title in the national public links tournament at Philadelphia. His golf was consistent throughout.

EXCHANGE.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 1/11 7/8

Bank, on demand 1/11 15/16

Bank, 30 days' sight 1/11

Bank, 4 months' sight 2/— 7/8

Credits, 4 months' sight 2/— 7/8

Documentary 4 months' sight 2/— 7/8

On Paris— 2/1

On demand 1237/4

Credits, 4 months' sight 1312/4

On Berlin—

On New York—

On demand 48%

Credits, 60 days' sight 50

On Bombay— 1321/4

On demand 1321/4

On Calcutta—

Wire 1321/4

On demand 1321/4

On Singapore—

On demand 851/4

On Manila—

On demand 971/4

On Shanghai—

On demand 77%

80 days' sight (private paper) 77%

On Yokohama—

On demand 1051/4

Gold Leaf, 100 fine (per tael) —

Sovereign (Bank's buying rate) 9.70

Silver (per oz.) 261/4

Bar Silver in Hong Kong 4% prem

Chinese Copper Cash nom.

Chinese Cents 6% prem.

Rate of Native Interest 7% p.a.

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Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London Yesterday.

Paris 124.05

New York 4.84 15/16

Brussels 34.90

Geneva 25.19

Amsterdam 12.09

Milan 92.75

Berlin 20.34

Stockholm 18.13

Copenhagen 18.19

Oslo 18.19

Vienna 34.441/2

Prague 1631/2

Helsingfors 1921/2

Madrid 29.451/2

Lisbon 1071/2

Athens 375

Bucharest 7971/2

Rio 5.29 32

Buenos Aires 47.5 16

Bombay 1/5 31/32

Shanghai 2/7

Hong Kong 1/11

Tokyo 1/10 21/32

Silver, Spot 261/4

Silver, Forward 261/4

British Wireless Service

Dad (to Johnnie): Why are you laughing at me?

Johnnie: I cannot help it, dad.

Dad: Why?

Johnnie: Every time you bend

your arm you open your mouth.

Uncle Tom (to Johnnie, who is

proudly showing her full money

box): Oh, but I'm sure there is

room for me to squeeze another

penny in.

Johnnie: I don't think so, Uncle

Tom, I have a lot of money.

Uncle Tom: I don't think so, Johnnie.

Johnnie: I think I have a lot of

money.

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The week has again provided an extensive variety of "local" and "China" topics for the current issue of the "Overland China Mail." For its pictures alone, the "Overland" is well worth sending Home. It will be a gift highly appreciated by friends in other parts of the world.

The full report of the 1929 Supply Bill proceedings in the Legislative Council makes this number of the "Overland" an important one. It should be kept on file by Hong Kong business men and their connections elsewhere. It should be read widely for the information furnished by H. E. the Officer Administering the Government on the Colony's position vis-a-vis China, and also for the review of the Colony's financial administration as delivered by the Colonial Secretary.

There is more. Up North, there has been the curious compromise among the three warring factions—and the semblance of peace. On the Yangtze, a French ship has been pirated and several British vessels have been attacked. Nearer to Hong Kong (in Kwangsi to be precise) a lady of the Church Missionary Society has been kidnapped by bandits. All these events and their consequences are fully dealt with in the "Overland."

If only for the insight into commercial law, the "Overland" should be kept because it contains two complete versions of written judgments at the Supreme Court.

The "Overland China Mail," it should be borne in mind, is the only weekly budget of Hong Kong and China news which is illustrated. You get the most value for the least outlay.

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SPEED THRILLS

SPILLS IN INTERNATIONAL ROAD RACE

CAR IN FLAMES

London, Aug. 18. Attended by many thousands of excited spectators, the keenly awaited International motor road race was held at the Ards circuit, near Belfast, to-day.

The race was over 30 laps, equal to 410 miles, and many world-popular "speed monarchs" took part in the struggle to win the Royal Automobile Club's International Tourist Trophy. Forty-five starters were expected, and the excitement in Belfast and the small villages which form part of the course was intense. An army of men had been working on the course and the stands. All-night trams and char-a-bancs were run from Belfast to the course. Thousands of people arranged to sleep out or to sit up all night in the open, invading the normally quiet country roads of Ulster.

Betting on the race was heavy. Captain Campbell, at 5 to 1, being followed in the list by Viscount Curzon at 7 to 1; Kaye Don, 8 to 1; Vernon Ball and H. R. S. Birkin, 10 to 1, and O. S. Staniland and T. Thistethaway, 12 to 1.

Captain Campbell was made favourite because of his wonderful record as a driver. The experts, however, appeared to think that more likely the winner will be the driver of one of the smaller cars. Staniland, who has won fame as a motor cycle racing rider, appeared to have an excellent chance with three laps start. Campbell and Curzon got one lap start each from the Bentleys, the American Stutz, and the German Mercedes.

"At the start of the race competitors had to erect their hoods, and to cover two circuits with the hoods up. They then had to restart, lower the hood and continue. It was estimated that three hours before the race was due to start, there were a quarter of a million people round the circuit.

Captain Campbell Favourite

As the hour for the start drew near mechanics tuned, for the last time, low-built speed monsters under the watchful eye of drivers.

Viscount Curzon was given an enthusiastic reception when he drove his powerful blue Bugatti along the course to the starting point. He was followed by Major C. M. Harvey, a popular speedster. Captain Malcolm Campbell was also given a great reception by the crowd, in which there were as many women as men.

When the competing cars drew up opposite the grand stand the terrific roar of the engines, mingled with loud speakers, created an ear-splitting din.

Captain Campbell remained favourite. His blue Bugatti particularly attracted the women, who hung about the car to catch a glimpse of England's speed idol.

It was reported road conditions were perfect.

At eleven o'clock punctually Lord Craigavon, Prime Minister of Northern Ireland, snapped the cord which dropped the starting flag in the greatest motor car race in history.

The competitors dashed across the road and erected their hoods, and in less than half a minute a H. W. Cook, in a Bentley car, and H. R. S. Birkin, also in a Bentley, left almost together. Several cars got away splendidly, but others lost many minutes. There were 50 starters.

Meets Disaster

Cook reached Newtownards before the last competitor got away, doing the three miles in little over two minutes.

The first mishap occurred in the second lap, when Captain Malcolm Campbell's car burst into flames. The petrol tank exploded, and the car was completely gutted. Captain Campbell succeeded in jumping out.

Several officials and Captain Campbell were nearly run over as racing cars passed Campbell's blazing car.

The Captain was overcome by the

"CHAMPS" HELD

FILIPINOS BATTLE WITH MYSTERY 9

FIVE RUNS ALL

turns, and was carried to the tent, where he recovered, and watched the race as a spectator. Captain Campbell's car continued to blaze in close proximity to reserve petrol pits, which it was feared, would become involved.

Describing the destruction of Campbell's car, the Press Association's special correspondent says: "Campbell was greatly distressed and in a state of collapse. Souvenir hunters were busy stripping the wreckage of his car."

Captain Campbell: "It is cruel. We put everything we knew into the car, and she was going splendidly. Ah, well, it is the fortune of war or speed racing."

According to "Central News" Captain Campbell said his car was not insured. He kept examining the engine repeatedly to see if it could be repaired.

More Mishaps

Baron D'Erlanger's Lagonda broke a rocker arm, and he had to retire. Birkin, in a Bentley, broke an oil pipe.

MacLure's car skidded into the bank and broke his back axle in the third lap, and his car was removed from the road. No one was hurt.

Birkin broke an oil pipe in the fifth lap, but was able to continue. J. Martin, on Salmon, had to retire, his car overturning. He escaped injury.

Viscount Curzon was driving superbly and fast, overtaking the smaller cars, and he was greeted with tremendous cheering all round the course.

Meanwhile Lord Curzon took the lead, but at the end of the ninth lap C. S. Staniland, in a Riley, was the leader. J. M. Anderson, driving a splendid Stutz, had a slight crash, but continued. Barnes also crashed, and the driver was slightly injured.

At the end of ten laps Viscount Curzon had the best round in 1 hour 49 minutes 22 seconds.

Birkin and D'Erlanger effected repairs, and resumed, but a number of the competitors were then a lap ahead.

Daring Drivers

The placings at next lap were Barnes, Staniland, Gallop, Davis, and Ball. The first named had accelerated to 68 miles per hour, eclipsing Curzon, who waved to the cheering crowds as he sped past.

The placings changed rapidly as the race progressed, and the spotting of the winner was impossible.

The drivers showed great daring, and the cornering produced hair-raising thrills. The pace, however, was now beginning to tell, and other retirements were reported.

Lord Curzon on the straight stretches roared along at 100 miles an hour, and on the dangerous sections showed extraordinary skill.

At some points women screamed as cars overtook rivals with only a foot to spare.

Callingham and Barnes had minor mishaps, but resumed. Martin smashed a front wheel, and gave up. The cars took the Dundonald hairpin bend at a tremendous pace.

Viscount Curzon Out Too

At the half distance only 19 seconds divided the first three men. R. C. Gallop, driving a Riley, was 18 seconds ahead of Davis (Riley), and Vernon Ball (Amilcar) was one second behind.

The leader on handicap was Major C. M. Harvey (Alvis), H. W. Purdy (Alvis), being second, and Viscount Curzon (Bugatti) third.

Soon after completing the half distance, Lord Curzon's great effort came to an end when his petrol tank burst. He had averaged 71 miles an hour, and was getting on terms with the smaller cars.

The mishap caused him to retire. It was the same trouble that caused Capt. Campbell's car to catch alight, but at the time he was pulling into the pits to refill.

Scratch Car Overtures

Later the announcer stated that the giant Mercedes, which started at scratch, had overturned at a difficult ascent near Mill Corner. Sub-Lieut. Ross's, Frazer-Nash caught fire, but the car was immediately stopped, and the fire extinguished.

Lord Curzon said: "I had a wonderful time. The car has never

THE GIRL GUIDES

MEMENTO TO LADY ERIC STUART TAYLOR

LOCAL ACTIVITIES

Girl Guides of Hong Kong assembled in force at Government House yesterday for the presentation by Mrs. W. T. Southorn (wife of H.E. the Officer Administering the Government) to Lady Eric Stuart Taylor of a memento from all the Guides in the Colony, on the occasion of her impending departure for Home.

Amongst those present were H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.), the Hon. Dr. R. H. Kotewall, C.M.G., L.L.D. (President), Mr. H. R. B. Hancock (Vice-President), the Rev. G. T. Waldegrave, M.A. (Commissioner) and Mr. C. H. Blason (Assistant Commissioner and Hon. Treasurer) all of the Boy Scouts Association Hong Kong branch; Mr. R. E. Lindsell, Mr. R. C. Tredwell (U.S. Consul-General), Lt. R. E. Wright, R.A. and Mr. F. H. J. Trayes.

Mrs. Southorn said:—

Ladies and Gentlemen:—One of our Guide Laws enjoins that "A Guide smiles and sings under all difficulties"—But I protest that it is impossible either to smile or to sing when faced by the difficulty of saying Goodbye to Lady Stuart Taylor. I don't believe the law applies to so hard a case. In any event we are not met here together for you to see me smile or to hear me sing. This large gathering is a visible sign of the affection in which we hold Sir Eric and Lady Stuart Taylor.

Sir Eric as a Friend

I include Sir Eric for three reasons. First of all, he is a good friend to all of us in general, a good friend to the Scouts in particular, and thirdly, if I may make a professional reference, he has been prescribing good tonics for our bodies, while Lady Stuart Taylor has been giving us that best of tonics for the mind—Guiding.

I am not going to dwell on this parting from these two good friends. We want to spend as much time in their company as possible and not listen to speeches. I have been asked to present to Lady Stuart Taylor on behalf of all interested in Guiding in the Colony this book, "A Book of Remembrance." It will contain when completed the signatures of every Guide in the Colony. It is adorned by charming watercolours of Hong Kong flowers by our friend, Mrs. Aubrey. It is full of Guide photographs and sketches, and we hope it will be a happy reminder to Lady Stuart Taylor of all the splendid work she has done for the Guide Movement in this Colony.

Tower of Strength

Lady Stuart Taylor has been a tower of strength to Hong Kong Guiding, and it has been a joyful thing to work with her and to realize her wonderful efficiency and keenness and to enjoy her sense of humour, which is the greatest asset in all work and at all times, but especially in Guiding, which is founded on play and cheerfulness and good fellowship. We do hope that Lady Stuart Taylor will like our humble offering, and that it will recall us as often to her memory as she will be present in ours. In all I have said I know that our President, Lady Clement, would wish to be associated heartily. We wish Sir Eric and Lady Stuart Taylor all happiness and success in their life in England.

Lady Stuart Taylor expressed her gratitude for the gift.

All Round Cords

Miss Leila Clarke (Captain, 1st Hong Kong Rangers) was presented with All Round Cords—recognition of general efficiency in Guiding awarded by Headquarters.

Miss Clarke is doing excellent work for Guiding in the Colony.

The presentation was made by Mrs. H. R. Remington.

Tennis Prizes

A Tennis Tournament for the Guides was arranged by Miss Marybod Hancock. Those playing were:—

1st Hong Kong Company—Miss Steele, Miss Lang.

2nd Hong Kong Company—Miss B. Sutton, Miss M. Hancock.

3rd Hong Kong Company—Mrs. Cressay, Miss Ip Wal-man.

1st Kowloon Company—Miss M. Bryson, Miss A. Hosford.

2nd Kowloon Company—Miss T. Ellis, Miss M. Chan.

3rd Kowloon Company—Miss K. Chester, Miss Hosford.

1st Hong Kong Rangers—Miss B. Taylor, Miss G. Heard.

All officers or Guides over 18 years of age playing for their Company were handicapped. This applied to the 2nd Hong Kong Company and the 1st Hong Kong Rangers.

The winners of the Tournament were as follow:—

1st Hong Kong Rangers (Miss B. Taylor, Miss G. Heard)—20 points.

2nd Kowloon Company (Miss T. Ellis, Miss M. Chan)—17 points.

3rd Kowloon Company (Miss K. Chester, Miss Hosford)—12 points.

The cup was very kindly given by Mrs. Dyer, and at her desire Lady Stuart Taylor handed it to the winners.

Officers

Mrs. D. R. Kinloch has kindly consented to act as Hon. Secretary in place of Lady Stuart Taylor.

Mrs. B. G. Grigor will assist her, and Mrs. J. D. Danby will act as Badge Secretary.

Vice-Presidents.—Mrs. F. H. Carvalho, Lady Chow, Mrs. H. T. Creasy, Mrs. R. M. Dyer, Mrs. K. Hancock, Lady Ho Tung, Mrs. R. H. Kotewall, Mrs. Paul Launder, Mrs. C. C. Luard, Mrs. C. G. Mackie, Mrs. F. Maitland, Mrs. J. M. da Rocha, Mrs. W. T. Southorn, Mrs. J. H. Taggart, Mrs. S. W. Tso, Mrs. T. G. Weall, Mrs. E. D. C. Wolfe, M.B.E.

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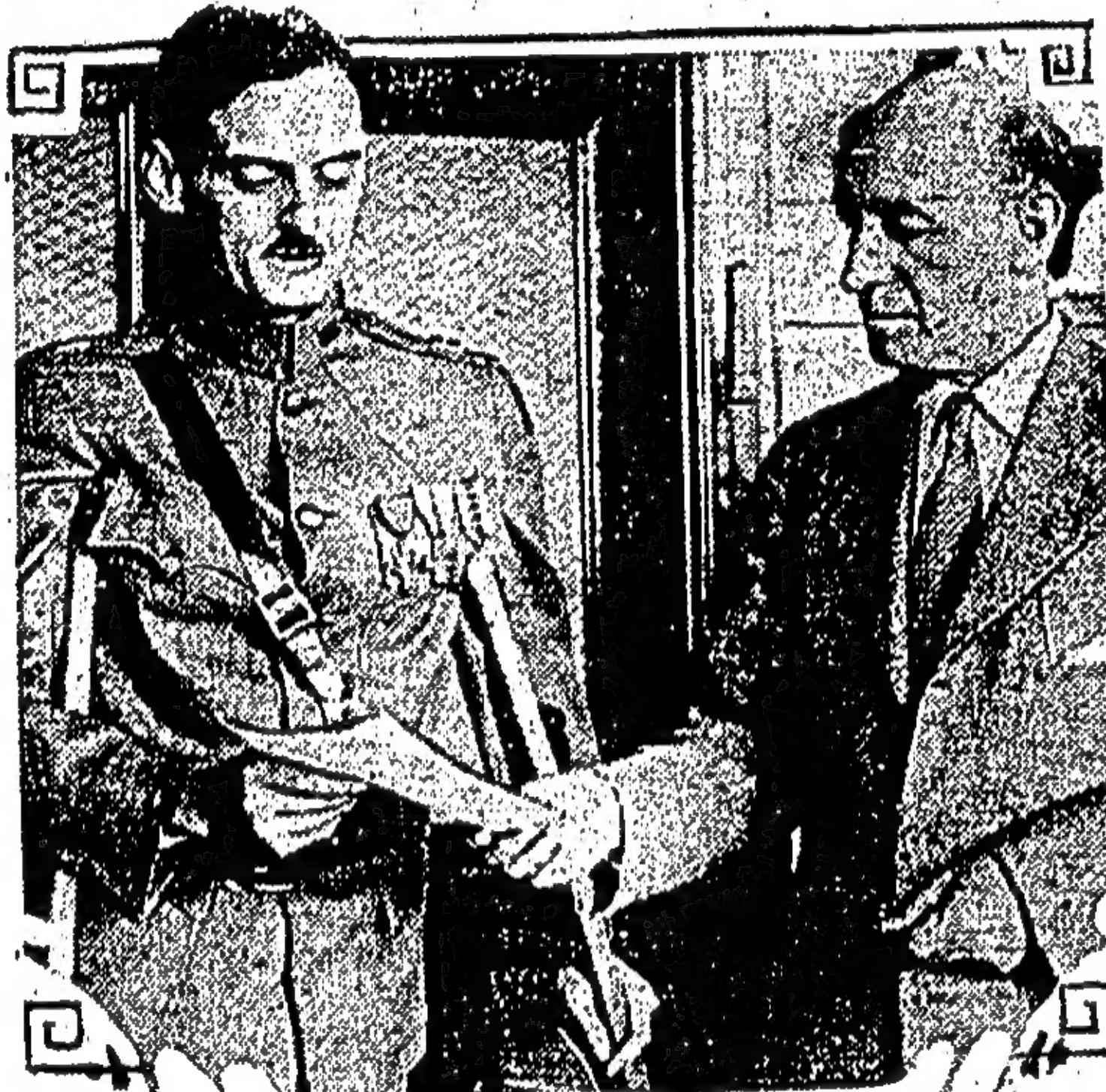
WORLD NEWS IN PICTURES.

They Seek The Farmer's Vote.



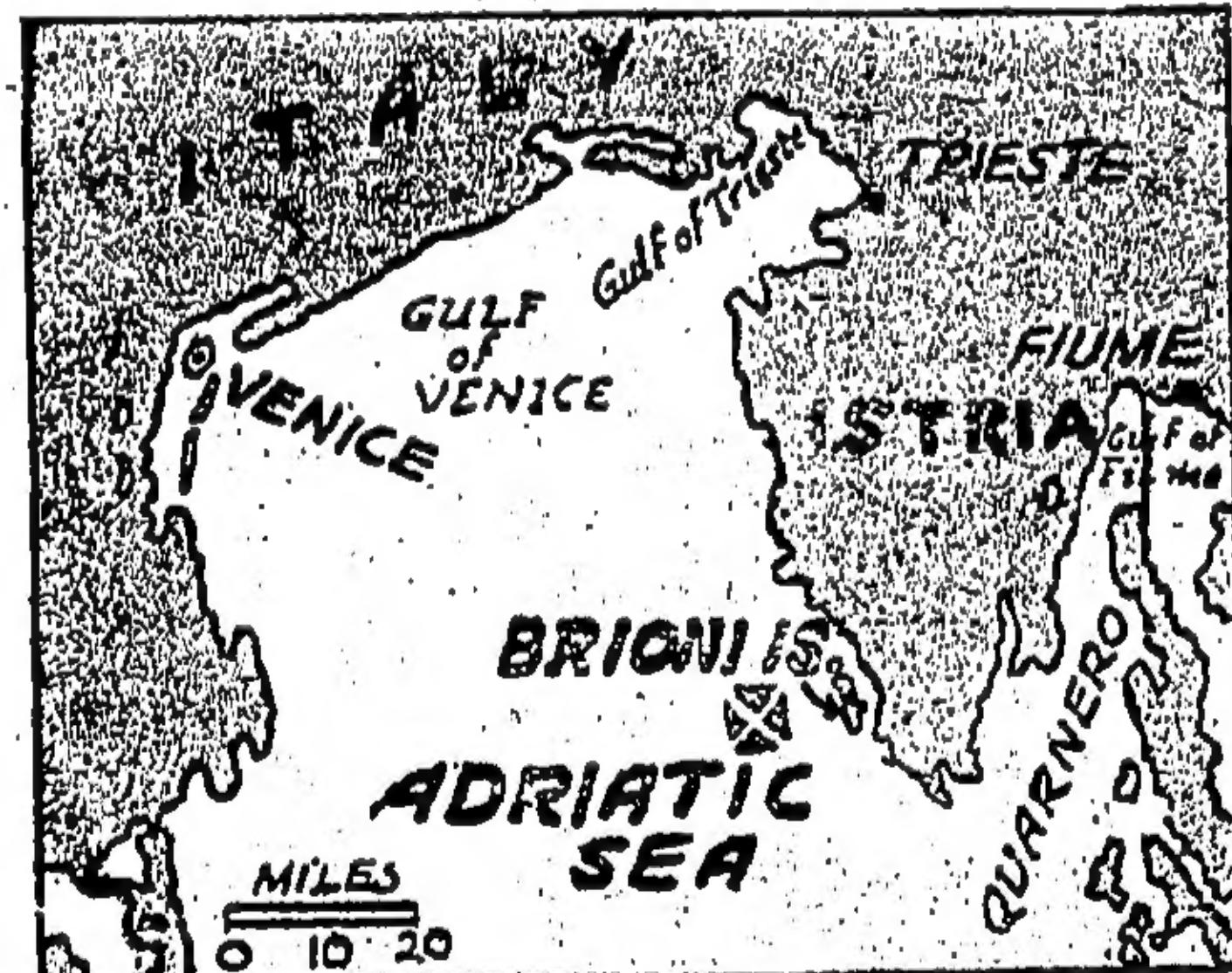
Governor Alfred E. Smith, at his desk conferring with George N. Peck, Republican farm leader of Moline, Ill., who endeavored to swing the farmer's vote to him.

Receives Award Ten Years After.



Brigadier-General Frank I. Hines, chief of the United States Veterans Bureau, acting under the emergency officers' retirement act, confers the first award on Captain Frank J. Harvey of Washington, D. C., holder of the Distinguished Service Cross and the Italian War Cross.

Where F-14 Tragedy Occurred.



The above map shows where the Italian submarine F-14 was rammed and sunk during maneuvers of the great fleet. Upon being raised by pontoons the underscarf was found to be filled with chlorine gas, its 31 officers and men having long since succumbed.

Vessel in Stirring Rescue.



The S.S. Minnewaska, the ship which rescued Captain Frank Courtney and his three companions from the Dornier-Nord flying boat 'Whale.' Captain Frank H. Clares, master, who directed the stirring drama, and Seaman Frank Harrow, the lookout with the 'nine-mile eyes,' who first sighted a tiny speck in the distance.

Opening of Olympic Games.

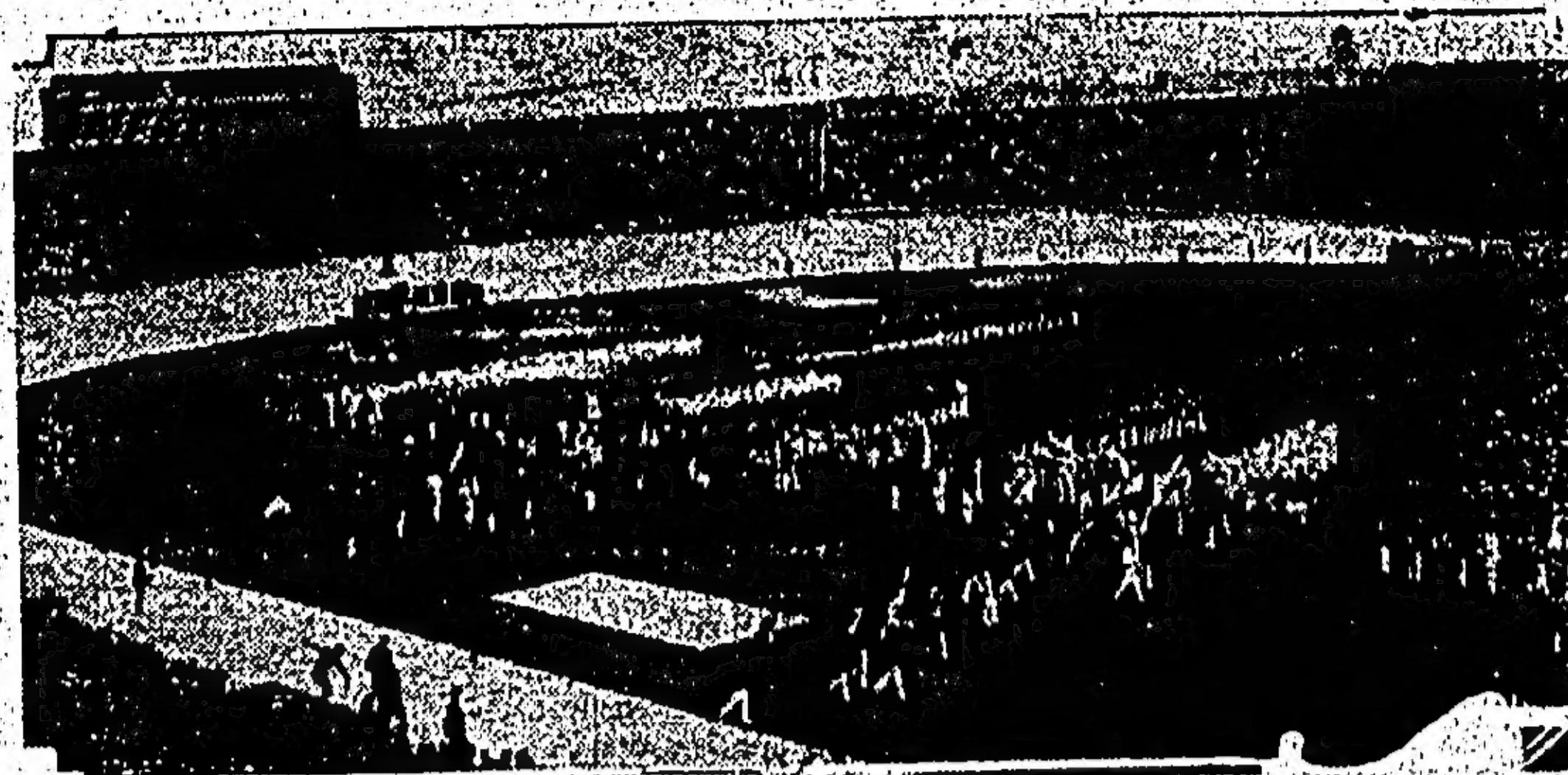
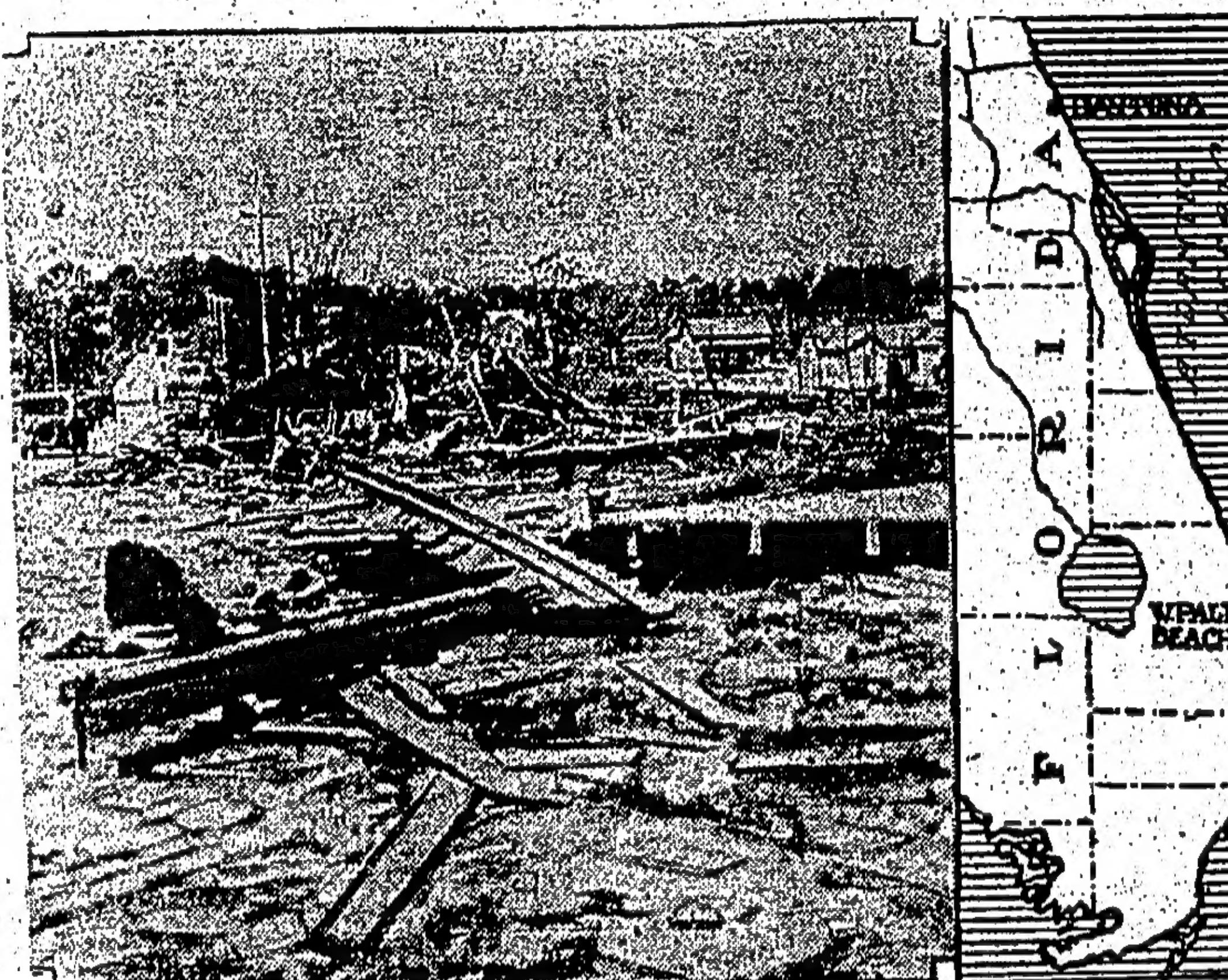


Photo shows the opening of the ninth Olympiad with athletes of all competing countries passing in review before the Prince Consort of Holland, who delivered the address of welcome. Spectators from all over the world jammed the big stadium to overflowing.

Where Florida Hurricane Struck.



West Palm Beach and Palm Beach became fiercest blows in the vicinity of Palm Beach and Daytona Beach. Above, photo of debris left at Sorrento, Fla., in the wake of last year's disastrous storm.

Accused Nun Tells Her Story.



Mother Superior Concepcion Acevedo de la Llata, accused of influencing Jose de Leon Toral to assassinate President-elect Alvaro Obregon. She is shown answering questions of the judge and public prosecutor for the federal district of Mexico.

How An Atlantic Flight Was Planned.



Inset: Collier-Ogallala, Oklahoma, photo, after a flight of 1,000 miles.

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BRITISH CARS

EPIC STORY OF NOTABLE
ACHIEVEMENT

DESERT BEATEN

Details which are just to hand give some idea of the remarkable triumph of both human and mechanical elements in a survey and exploration task never before successfully accomplished.

One may be excused a feeling of justifiable pride in, and a desire to herald the feat of, two ordinary standard British production vehicles which have crossed the Kalahari Desert, where vehicles of other than British manufacture had tried and failed.

Story of Great Success

The epic story of their success indicates a notable achievement, and those who took part in it have not only established a record as being the first white men to cross this vast uncharted region, but they have added a leaf to the laurels of British exploration and of British motor manufacture. In addition they have certainly placed the last nail in the coffin of the fallacy that British vehicles are unsuited for Overseas requirements, and it is to be hoped that this bogey will be permitted to remain interred.

The Kalahari Desert is a vast sandy plain in the centre of the African Continent, stretching for some 600 miles between the Zambezi and Orange Rivers. Its waterless tracts have hitherto proved an obstacle to the development of large areas of fertile country lying beyond them, and although numerous attempts have been made with oxen, camel and car to find a way across, it has been left to the motor car to succeed where other forms of transport had failed, and to a British car to succeed where its rivals had not been successful.

To Explore Trade Routes

The object of the expedition was to explore the possibility of opening up a trade route across the Desert, so as to bring the habitable land situated on its north-west edge into close touch with the railway and business centres of Bechuanaland. The result has proved that with proper mechanical transport this is possible, and the development of a large track of rich and fertile country will be the outcome.

The expedition left Mafeking on June 16, and proceeded to Mahlapye, striking thence westward across the Desert to Ghanzi, a distance of 400 miles, after which they headed for Livingstone via Maun, a further journey of 600 miles. The two vehicles, British built Morris Commercial six-wheelers, had to carry supplies and water sufficient for their own use and for the use of the party. It was known that the going would be bad and it was estimated that no vehicle could hope to complete the journey under one month. Yet the actual crossing of the Desert was accomplished in twelve days, the area traversed consisting of wide stretches of desolate sandy wastes interlaced by tracts of thorny scrub. Not a drop of water was found on the entire journey. A wash was a luxury not to be risked, and the drinking supply had to be conserved until it was certain that the danger area was passed.

Standard Vehicles

The vehicles were thoroughly tested at the start, and acquitted themselves so well that beyond the daily series of punctures and the tearing of the fan belt by the bush no mechanical trouble was encountered.

During one period of the journey bushmen followed the tracks of the cars for miles under the impression that they were on the track of some uncommon animal.

At times the country ahead looked almost too bad for any vehicles to get through, but with dogged persistence men and machines alike carried on and won through. The result is a triumph of British pluck and endurance.

It speaks volumes for the leadership of Capt. Clifford and is an undying testimonial to the quality of British workmanship and design, and will do much to force home a realisation of the suitability and capability of British vehicles to undertake any difficulties successfully, and to go anywhere no matter what obstacles may hinder.

The two cars used were ordinary productions of Morris Commercial Cars, Ltd., of Birmingham, of the six-wheeler type, which recently came through the grueling tests imposed by the British War Office before it placed extensive orders for them.

AT ALTOONA

LOU MEYER WINS THE CLASSIC

FIRESTONE SUCCESSES

Altoona, Pa., Aug. 19. Lou Meyer, leading continuously from the half way mark, hung up his second major victory of the season to-day when he piloted his mount home ahead of the field in the 200-mile international sweepstakes at the Altoona Speedway. His time for the race was 1.42.54, an average of 117 miles an hour. Meyer won the Indianapolis 500-mile classic last May 30.

Bob McDonagh, who led at the 100-mile post, finished second in 1.43.43. Cliff Woodbury, who took Fred Comer's place at the wheel of the latter's machine when a flying splinter shattered Comer's goggles, was third in 1.44.55.

Billy Arnold was fourth and Dave Evans, Ray Keach and Babe Stapp hit the wire in the order named. Nine of the sixteen starters failed to complete the 200 miles, having been forced out by mechanical trouble.

Edward Meyer of Southgate, Cal., father of the winner, was first to congratulate his son as he crawled to the pits. A hearty kiss and handshake greeted Lou. The elder Meyer motored across the continent to see his son in the race.

M'Donagh, who was Meyer's chief rival, finished less than a mile behind after leading through the first 100 laps.

62,000 Spectators

Leon Duray was the only other driver to set the pace. He blazed the way through the first five laps.

All winners used Firestone Tyres.

An estimated 62,000 persons invaded the bowl to see the classic. It was the first Sunday racing event ever held in Altoona and came about when rain forced a postponement on Saturday.

Meyer drove a pretty race all the way, and he was not forced to the pits at any time. Woodbury flashed a challenge in the closing laps but had too great a handicap when he started his spurt.

In the preliminary events, Duray won the five-mile sprint in two minutes, 18.3.10 seconds, an average of 130 miles an hour. M'Donagh was second and Keach third.

Ralph Hepburn took the ten-mile race, which was open to cars not entered in the five-mile event. Earl Devore was second and Norman Batten third.

SIX WHEELERS.

VALUE IN UNDEVELOPED AREAS.

The introduction of six-wheeled petrol vehicles has met with immediate success in many of the undeveloped parts of the world by reason of the fact that the ease with which these vehicles can negotiate cross-country, and particularly surmount the difficulties of virgin territory, make it possible for them to penetrate where before the only means of transport was by animals. Indeed, instances are coming constantly under notice where these vehicles have successfully negotiated tracts of country through which it was formerly impossible even to take animals.

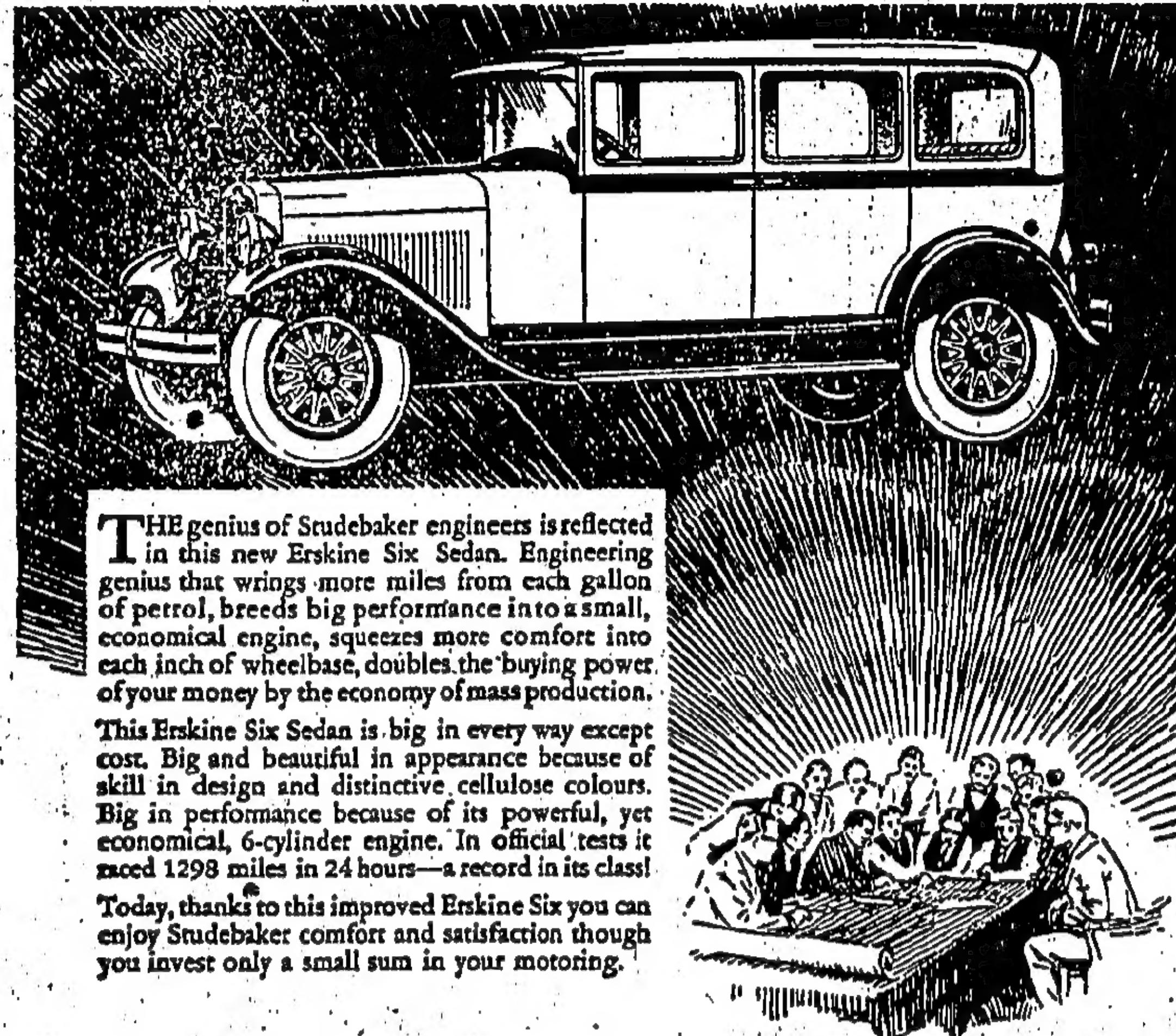
The latest news is from Brazil, where a Thornycroft type "A.3" Six-wheeled Lorry recently completed the run from Sao Paulo to a place on the borders of Matto Grosso, a distance of approximately 1,000 kilometres.

This feat is all the more noteworthy as the route traversed had never previously been negotiated by a vehicle of any kind, only animal transport having been possible.

Much of the journey was through virgin forest, where a passage had to be cut or the ground excavated to enable the vehicle to pass under trees which were too large to be felled. Innumerable obstacles were encountered, after eight days strenuous efforts, more time should be mentioned on the part of the crew than the vehicle, the lorry reached its destination carrying its full load of two and a half tons.

It is interesting to add, though not difficult to understand, that this successful demonstration of the capabilities of this vehicle, has resulted in orders being placed for five six-wheeler type, which recently came through the grueling tests imposed by the British War Office, many promising inquiries have been received by Thornycroft of Brazil, who are the representatives of

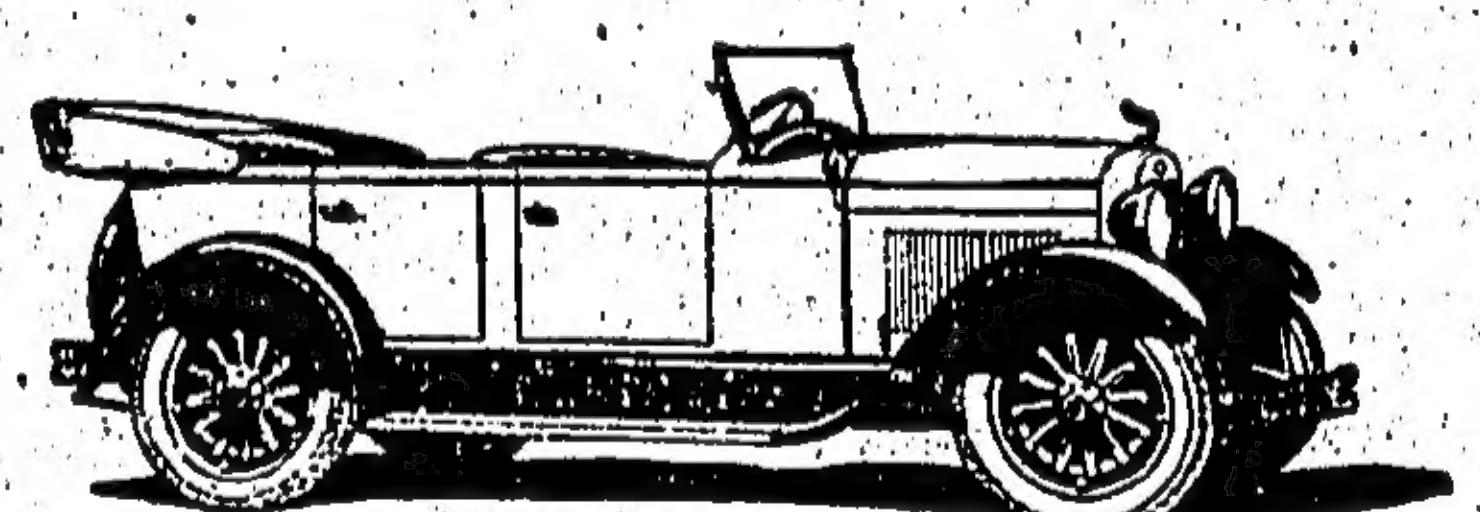
Engineering Genius in STUDEBAKER'S New ERSKINE SIX



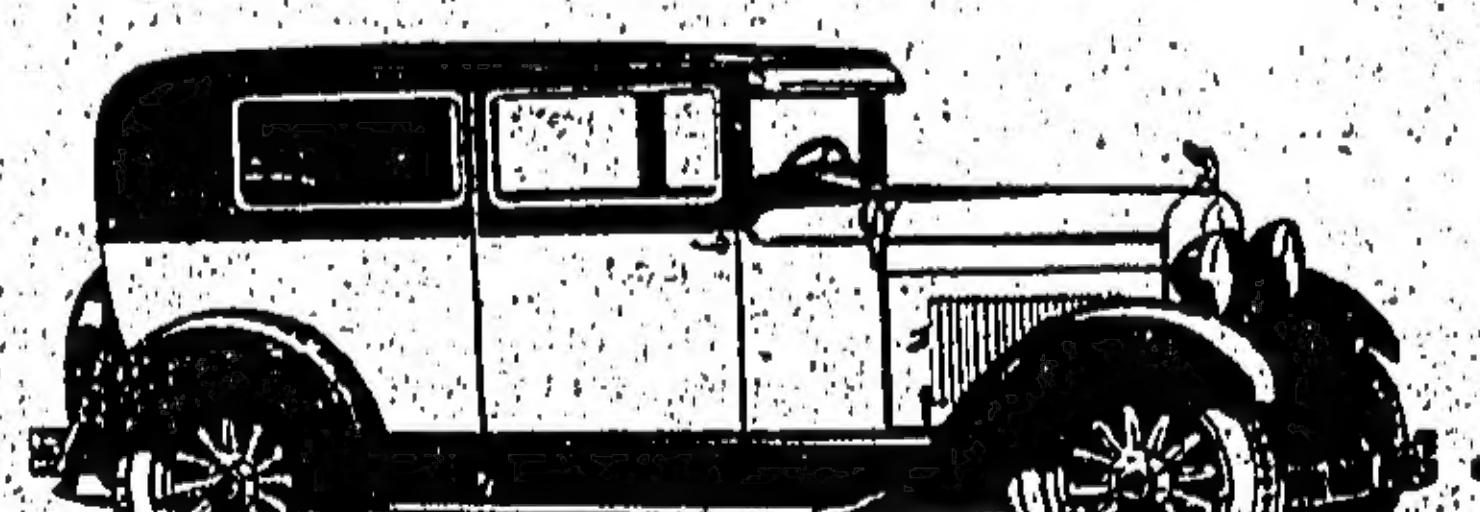
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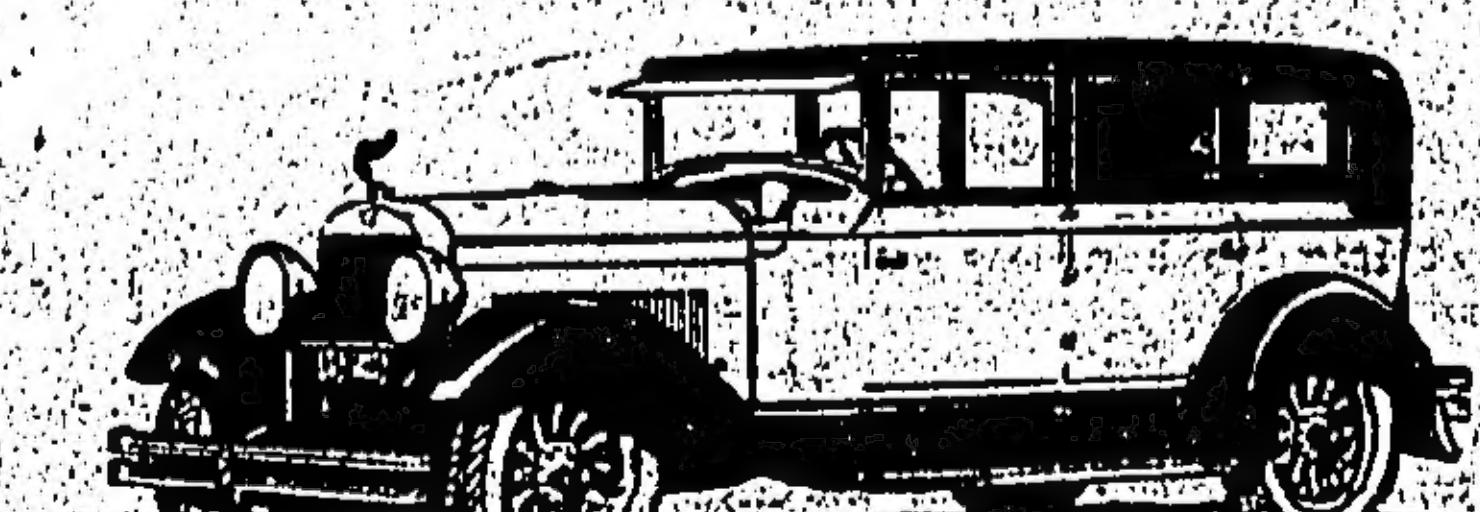
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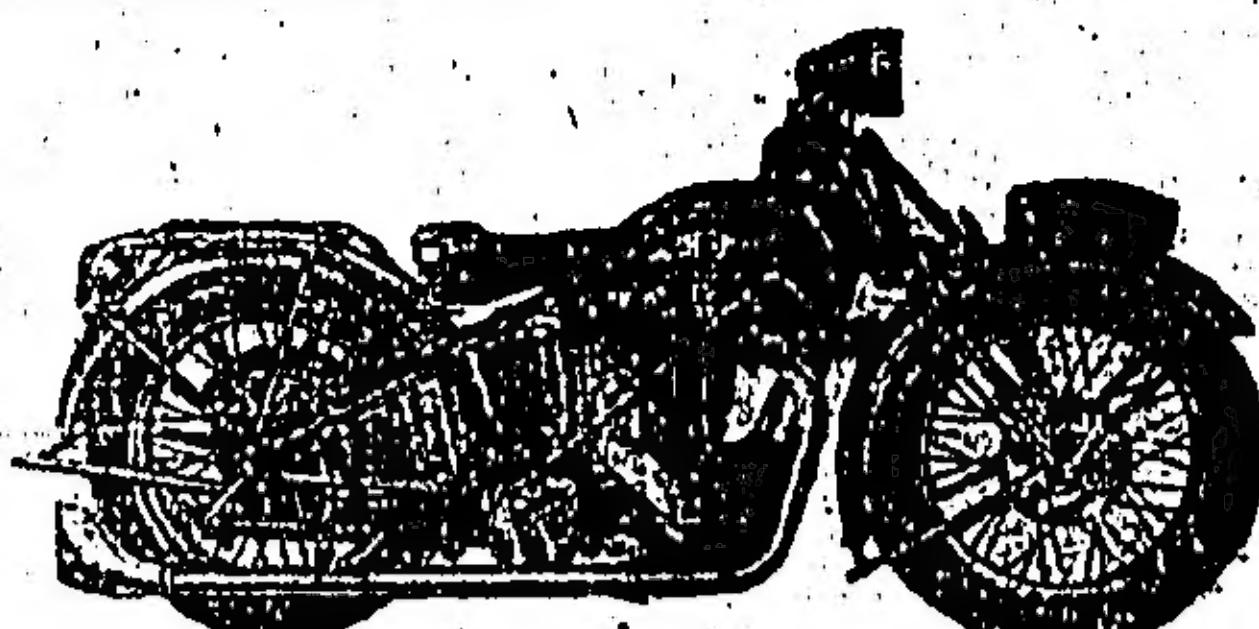
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Simply tell us what you want—remain seated in your car—and your wants will be cared for quickly and courteously.

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HORSELESS VEHICLE

THE BUICK OF TWENTY-FIVE YEARS AGO

LITTLE BIT OF HISTORY

During the month of September twenty-five years ago, in the city of Detroit, Michigan, a four-wheeled vehicle was rolled out of a factory that had been formerly used to manufacture overalls. The vehicle was described as a horseless carriage. The inventor had confidence in the ability of his carriage to go without being pulled, but he had no money with which to finance a company to manufacture. Finally he found someone he could interest in his carriage and who said:

"We'll put the money in it if you'll make it run the 68 miles from Detroit to Flint."

And the inventor replied:

"If I make it to Flint you'll form a company and build a shop and we'll get into the horseless carriage business."

A Famous Run

It is now history how that run of 68 miles was made. For the first ten miles the inventor didn't have any trouble. But just before reaching Flint the car hit a rut and a rear axle cracked. The inventor telephoned to Detroit and arranged to be hauled back. A new axle was welded out of scrap iron, fitted into the place, and once again the car started on its journey. This time the trip of 68 miles was completed without mishap.

The car that made that historic journey twenty-five years ago became the Buick automobile. To-day Buick motor vehicles are in operation in 104 countries throughout the world and enjoy a reputation for dependability and performance second to none.

The Buick Manufacturing Company was born on January 20, 1904. During the first year of its

NEW "65"

OUTSTANDING CHRYSLER MODEL

A BEAUTIFUL BODY

Beauty in a motor car you discern at a glance. Regardless of other qualities in an automobile, your first impression—often a lasting impression—is conveyed by the car's lines, contours, proportions, and colour harmonies.

These elements Chrysler craftsmen combine in the new "65" models to achieve a beauty infinitely superior to the ordinary appeal.

From the outset, Chrysler engineers had the idea that the new Chrysler "65" should be the world's finest moderately-priced six. They would design the car to convey, in a feeling of perfect comfort, unlimited speed and great power. Their painstaking efforts have led to an entirely new design of striking beauty.

Fleetness is emphasised by every detail. Stream-lined bodies are low-hung on a lengthened chassis, and as you look at the new Chrysler "65," hugging the road, it seems to be eagerly awaiting the driver's touch on the accelerator.

In front, the design is radically different. Radiator, hood and cowl are higher, and this increase in height has been so proportioned to the increased length that it accentuates a speedy and powerful appearance.

One of the first features that will strike your eye is the distinctive radiator design. Only a narrow, oval section of chrome-plated shell is visible. Harmonising with the distinctive shape of the radiator is the chrome-plated cowl band and the new bowl-shaped chrome-plated headlamps, supported by a gracefully arched tie-rod. The cowl lamps match the headlamps, and enhance the neat appearance of the hood assembly by concealing the light cables in hollow brackets.

The radiator cap, lower and broader, its wings now low sweeping, personifies the agile character of the whole car.

Lower, broader fenders, full crown in type, are shaped in long, graceful sweeps, contributing measurably to the fleet aspect of the car. Their design protects the front of the car from splashes and actually reduces wind resistance.

The moulding treatment is new, and besides giving all bodies a speedier appearance, also assists in a more pleasing distribution of the body colours.

Curved, embossed panels in the sides of the hood harmonise perfectly with the new arched treatment of windows on closed models, and the new slope of the roof line. A section of the top of the hood and cowl is embossed in "V" shape in ultra-modern spirit.

That part of the car which often seems neglected by body designers, the rear, is kept unbroken and neat by carefully handling the fender aprons to join the gas tank shield. The contour of the rear is carefully adapted to complete the flowing movement of the entire design.

When it was finally accepted and judged the finest Oldsmobile ever produced it represented:

More than two years of continuous expert work.

1,000,000 miles of test driving.

The combined thought, knowledge, experience, and ideas of 60 engineers and specialists.

The best automobile that this group of engineers, specialists, laymen and laywomen could devise in its field.

No manufacturers do not make radical changes in their products without making sure that the change is for the better.

existence twenty-eight cars were made. During 1905, 627 Buicks were sold, 2,295 in 1906 and more than 3,000 in 1907. Twenty years later—1927—263,698 cars were manufactured.

General Motors

The General Motors Company was incorporated Sept. 16, 1908. On October 1, 1908, General Motors acquired the stock of the Buick Motor Company.

The General Motors Corporation is the largest industrial corporation in the world with assets greater than any other combination of business interests. Its business principally is the manufacture of passenger cars and trucks. Its entire resources, including its world famous Proving Ground, its research laboratories, have been united in producing the new Buick. With such a background the car is just naturally destined to retain the position of leadership which it has enjoyed throughout the world for twenty-five years.

To-day—twenty-five years after the historic run from Detroit to Flint, Buick presents a new automobile. That's important news to the automobile owning public throughout the world for the simple reason that it is an astonishing news that engineers have been able to improve upon the Buick.

CAR SPEED RECORD

RAY KEECH RECEIVES ANNUAL AWARD

WAKEFIELD TROPHY

Ray Keech, holder of the world's automobile speed record, will receive an annual award of £1,000, nearly \$5,000, as long as he holds the title, by reason of winning the Wakefield gold trophy, donated by Sir Charles Wakefield, noted English patron of sports, and has already received the first payment of the honorarium.

The Payments

The payment amounting to \$555.12, covering the period from April 22 to May 31, has already been transmitted to the record holder, and the payment from the fund will be made to him on a monthly basis.

This announcement has been made by the Contest Board of the American Automobile Association, following receipt of word from Sir Charles that the record has been formally ratified and accepted.

Speed Record.

Keech won the world's speed record at Daytona Beach, Fla., on April 18, when, under the auspices of the A. A. A. Contest Board, he drove a car designed as a Triplex with three Liberty motors, at the rate of 207.55 miles per hour, defeating the previous record of Capt. Malcolm Campbell, noted English racing driver. The car was built by J. M. White of Philadelphia.

Sir Charles Wakefield has requested the A. A. A., as the American official race governing body, to handle the payments of the annual reward to the record holder.

chrome steel exhaust valves; Invar strut pistons; full force feed oil system; oil filter; air cleaner; manifold heat control; impulse neutraliser; integral crankcase ventilation, etc.

Scores of advantages are present in the new Chrysler "65" to afford maximum comfort. Rubber shims, placed between the body and frame, aid in preventing squeaks, misalignment of the body on the frame and the hold-down bolts from becoming loose.

Front and rear springs are of generous length. Rubber shock absorbers—blocks of live rubber—taking the place of metal spring shackles, afford ideal spring action and simplified maintenance, and eliminate numerous points which formerly required constant lubrication. Lovejoy hydraulic shock absorbers add to the exceptional riding qualities not equalled in a car of this class and weight.

Drivers soon appreciate the easy handling and the safety performance of the Chrysler "65." The car will hold its course on straightaways almost unaided, and through exact proportioning of the steering gear leverages, the car is surprisingly steady on rough roads. Due to its lower centre of gravity, the "65" is exceptionally stable, holds the road well and resists skidding.

A highly important distinction of the "65" chassis is the system of internal-expanding hydraulic four-wheel brakes. This type is safer because the linings are sealed inside the hubs against dust, dirt and water, and more desirable because they are squeakless. The hydraulic principle exerts perfectly equalised and easy braking action.

The frame of the new "65" now measures 164 inches in length.

Its permanent rigidity is assured by five cross supports of unusual size. Special attention has been paid to the joints of the body, and rigid braces at all these points eliminate squeaks and rattles.

Artistry in Coachwork.

The interior treatment is just what you would expect to find in a beautiful car. Cushions are deep and form-fitting, with arm rests at each side of the rear. A fine grade of upholstering material is used, in charming tones to suit the finish of the body.

Beautiful garnish mouldings in walnut finish are standard on the "65" Sedans, and Coupe with rumble seat.

Appointments include smoking case and vanity case in the rear compartment; oval dome light with integral switch; attractive new instrument panel in black and silver; with indirect lighting; horn and throttle controls at top of steering post; beautiful interior hardware fittings. Doors have been widened and equipped with large windlasses and rubber wiper strips to insure against drafts on the exterior; a new design of door handle is used.

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TYRE SIZES.

RUBBER INDUSTRY WILL PUT DREAM TO REALITY
STANDARDIZATION

Standardization of tyre sizes, long the dream of the rubber industry, is rapidly merging into reality in the United States through steps that have been taken by various rubber organization leaders, national automobile and rim manufacturers in reducing the number of sizes on balloon tyres.

While no immediate benefit will be derived from this movement, excepting its convenience to dealers in stocking and consumers in obtaining tyres, ultimately it will result in the reduction of the cost of tyres to the automobile user, it is declared.

The standardization programme was effected as a result of long study by officials of the Goodyear Tyre and Rubber Company and other rubber organizations, working in conjunction with the National Automobile Chamber of Commerce, the Rubber Association of America, the Society of Automotive Engineers and the Tyre and Rim Association of America. By this programme the new American tyre and rim standard has been reduced from 32 to 18 sizes, ranging in cross section from 4.50 to 7.00 inclusive, the present 6.20 and 6.75 sizes being rebranded 6.50 and 7.00 respectively.

The present method of marking tyres by overall and cross section diameters will also be dropped by Goodyear in favour of marking with the cross section followed by the rim diameter on which the tyre is to be used. This method will give emphasis to the main factors involved in determining tyre sizes—cross section and rim diameter. For instance the size known as 30 x 4.50 will be marked 4.50-21.

Until the new method of marking has become familiar to the automobile user, however, the nominal overall and cross section size, in accordance with the old method of designating tyre sizes, will be placed beneath the new marking of cross section and rim diameter. Present tyre sizes made obsolete by this pro-

NO MERGER

PACKARD WILL NOT SUR-
RENDER POSITION
RUMOURS DISPELLED

Recently there has been great deal of discussion in the press regarding combinations and mergers of motor car companies. Most of these rumours and newspaper articles have mentioned Packard as one of the companies to be combined or merged.

"Our position—says Mr. Alvan Macauley, President of Packard Motor Car Company, Michigan (Detroit), U.S.—has been and is, that we will not merge or consolidate with anyone. We have made our own way from the beginning. We have created a position for ourselves and a reputation that is distinctive and unique. We do not intend to surrender either.

"The personnel of the company from the beginning was made up of men who knew and loved fine things, mechanically and artistically. So the company was born to occupy the fine car field. Its reputation has been made in this field, so it is natural that we should feel that we can serve the public best by confining our efforts and development to it.

"The history of fine things throughout the world shows that they are produced by men and organisations that have no other thought, no other ambition, and no other ideals.

"We do not build to a price and we do not cater to a price. Our clientele knows us well and we know them. They are discriminating and we try never to lose sight of that fact. We know that the single standard of high quality will produce better motor cars than were we to attempt to secure the business of the world by building to all the pocketbooks in it. The public has appreciated our single standard of quality ideals and we shall stick to them.

gramme will be manufactured and furnished as long as a reasonable demand exists, it was said.

MOTOR TYRE DUTY. SUNBEAM PRODUCT

SAFEGUARDING HOME
INDUSTRY.

COTTON YARN IMPORTS

[By Reginald Moseley, Governing
Director of David Moseley & Sons.]

London.—The Safeguarding of

Industries Act, as far as it concerned my own industry, came into being in April, 1927. I feel, therefore, it may be rather too soon to be able to give concrete examples as to the actual results, beneficial or otherwise, to the British India-rubber manufacturer.

Speaking broadly, I think that the Act can be of great benefit to all manufacturers in the long run, but in its early stages it is bound to be difficult to trace any result, in view of the fact that the foreign manufacturer was aware that the Act was likely to come into being.

Consequently enormous stocks of motor-car tyres were shipped into this country by the foreign manufacturer immediately before the Act was put on the Statute Book. This was done for two reasons:—
(1) to avoid paying the duty; and
(2) to enable the foreign manufacturer to have large stocks in this country during the time he would be building or equipping works suitable for the manufacturer of his special article.

In view, therefore, of the fact that enormous stocks of dumped tyres were sent into this country immediately before the Act, it means that up to date the British manufacturer has not materially benefited, owing to the fact that it is necessary for these stocks to be liquidated, but it has had the enormous advantage of the following firms establishing works in this country for the manufacture of tyres:—

Goodrich, Goodyear Tyre & Rubber Co., Michelin Tyre Co.

Pirelli (this firm was established in this country for cable making, but not for making tyres, prior to the Act).

Firestone, India Tyre & Rubber Co. of Great Britain, 86, St. Vincent street, Glasgow, C.2.

A Moot Point

Now, this, of course, means keen competition in this country by these foreign firms, firms which, being established, intend to make good. This increases the trading competition actually in this country, and this means, of course, that there can be no possibility of an increase in the price of commodities owing to this measure of Protection. Naturally the foreigner who establishes himself here means, if he can, to capture the market, and to recoup himself for the capital he has expended. Looking at it, therefore, from one point of view, it is a moot point whether the British manufacturer

benefits:—

If you take the figures in 1927, it is shown that 1,054,025 motor covers were imported into this country, of which 643,783 were imported up to the end of April, i.e., before the Budget; over 60 per cent. of the total for the year.

Out of 639,771 motor tubes imported for 1927, some 404,654 were imported before the end of April, namely, over 60 per cent. of the total imports for the year. These figures alone should be sufficient to show the ultimate benefit which will accrue to this country by compelling manufacturers to manufacture these goods in this country.

The figure is surprising when one realises that there are supposed to be somewhere about 1,000,000 vehicles in use in this country, and in view of the large mileage put up by tyres to-day.

At a generous estimate, a car uses three tyres a year, as actually amongst private users the average car does not use two tyres a year at the present day. In other words, apparently half the consumption of this country has already been shipped from abroad,

whereas in the future we hope the tyres used in this country will be manufactured here. This is borne out by the following figures of covers imported into this country.

1925 1926 1927
1,059,272 1,255,889 1,054,025

The monthly figures show that since May 1, 1927, only 400,000 tyres were imported for the last eight months, which means that already there has been a reduction of approximately 50 per cent. on the import of foreign tyres since the inauguration of the duties on motor tyres, and this must mean a considerable benefit to the workpeople of this country.

In view of the extra employment found for those at present on the docks.

The Export Trade

Further, as manufacturers of our own fabric for motor tyres and buyers of large quantities of cotton goods, we are convinced

that to the cotton trade that the greatest advantage would accrue if a duty were placed on all manufactured cotton goods, and we would expect it quickly to solve the present position of unemployment.

There are at present being imported into this country large quantities of cotton yarn in the shape of motor fabrics, and a host of other articles which do not pay their share of taxes to this country.

Hitherto the question whether they should pay or not has been decided largely by the manufacturers, merchants, dealers, spinners and manufacturers should decide for themselves.

With regard to export trade of finished cotton goods, so long as it is necessary to ship these from foreign countries, a certain duty could be made on exportation as is at present done in the silk and artificial silk trade.

TWENTY-FIVE YEARS ON THE ROAD

BRITISH RELIABILITY

That considerable interest has been shown in the early types of motor cars is evident by the fact several competitions have been organised for cars which have been on the road for a quarter of a century or more.

Some of the cars entered in these events are very wonderful examples of early automobile engineering, but few of them have been running regularly since they were originally put into service.

One car which has figured in several of these events is a 1908 four-cylinder Sunbeam, owned by Mr. W. H. Cocks, of Weybridge, Surrey. This car has been in regular use for the past twenty-five years and as some indication of its present condition it may be mentioned that Mr. Cocks frequently drives over 100 miles in a day.

Mr. Cocks took part in the run from London to Brighton last November and was awarded a Gold Medal, and also received Third Prize at the Coventry Hospital Carnival last June.

No engine gear parts have ever been replaced on this car. It has the original body, hood and upholstery, although some modern fittings, such as magneto ignition and electric lighting, have been added by its present owner. The car will still attain a speed of 30 m.p.h. on the level and will keep up a steady average of 20 m.p.h.

This is not only an instance of reliability of British cars in general, but is a very remarkable testimonial to the quality of Sunbeam products.

paid in this country, and a large reduction of the heavy tax of the dole, it is bound to have its effect in the future. The more industries which are safeguarded in this way, the sooner we are likely to regain our supremacy in the world's trade.

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It's Here!

THE Silver Anniversary
Buick is in our show-
rooms. Come as our guests
to-day, see Buick's new
body lines and colors and
arrange with us to drive
the new car.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

New
CHRYSLER "65"



IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height, new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices

It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before... ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65", it is not at all strange that the whole country is today more than ever Chrysler wild.

Features—New Chrysler "65"—New larger engine—5 to 7 "Silver Dome" high-compression head using any petrol—chromatical full-coupled wings—new internal expanding Chrysler hydraulic leverised brakes, unaffected by weather conditions—Loosy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber instead of metal shackles

Front wheel hub—new heat-shield lamps

Sole Agents

A. LUNG & CO.

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Tel. C 1246

TYRE SIZES.

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STANDARDIZATION

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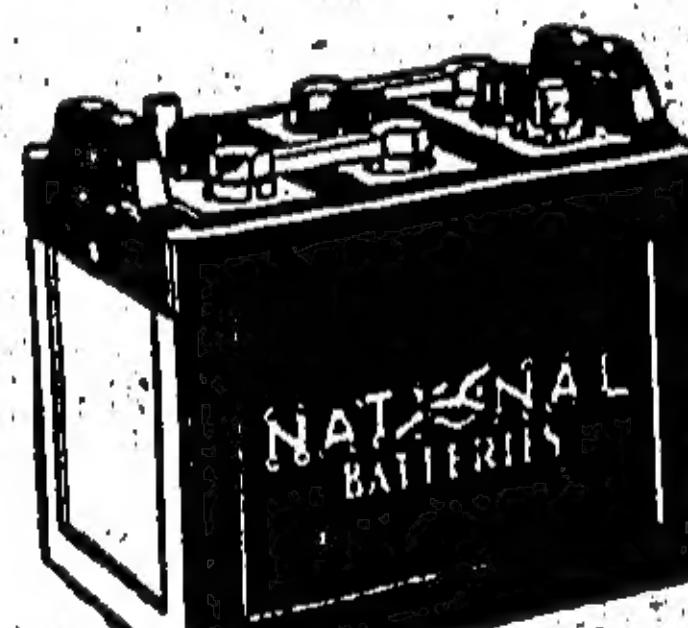
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gramme will be manufactured and furnished as long as a reasonable demand exists, it was said.

WE HONESTLY BELIEVE THAT

NATIONAL
BATTERIES

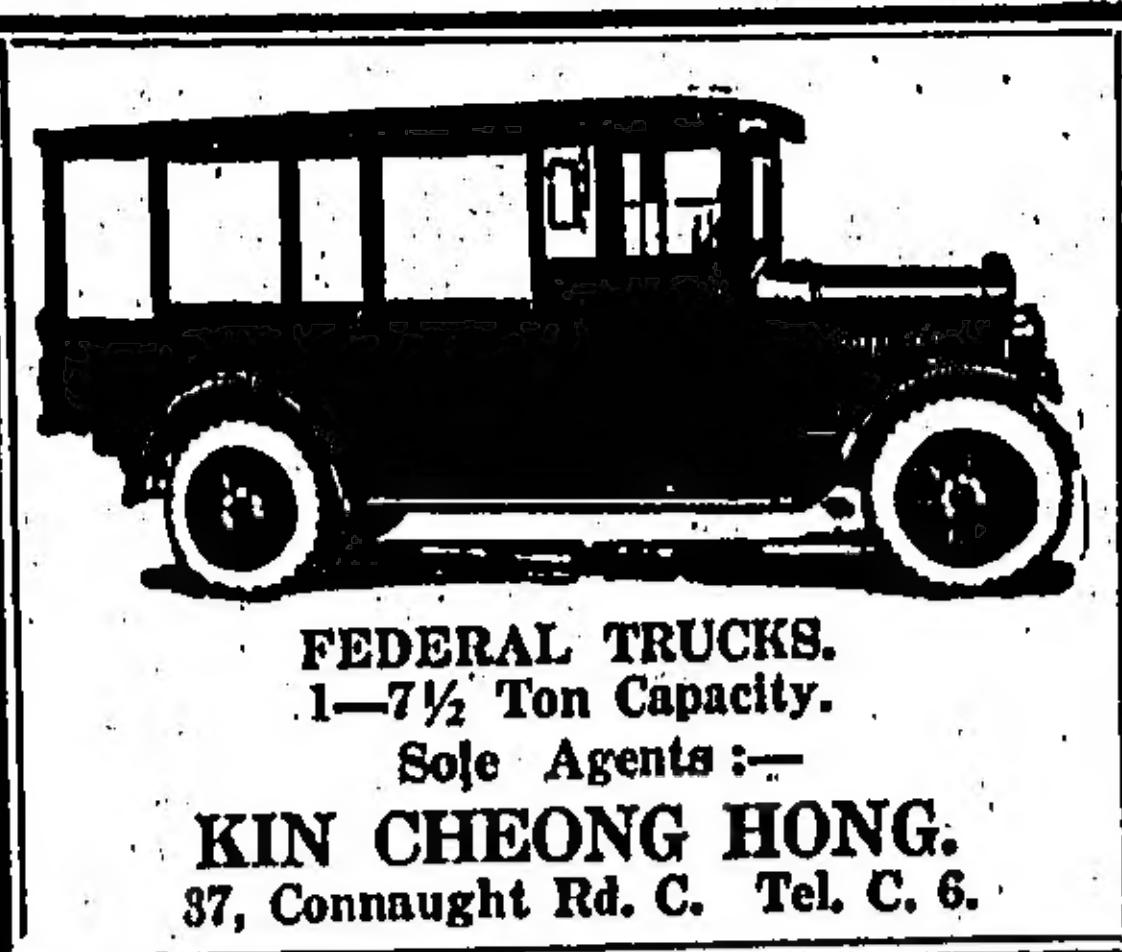


give the biggest value at the most
Reasonable PRICE.

Type. Car. Price.

611RF	Auburn 4, Buick, Ford Chrysler 4, Chevrolet, Whippet 4, Plymouth	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile	\$25.00
613RF	Buick, Studebaker, light and std., 6, Gardner, Willys- Knight	\$27.50
613SF	Auburn 8, Buick M.6, Chandler, Hudson, Packard 6	\$32.50
615RF	Chrysler 72 & 80, Stude- baker big and Spec. 6, Packard 8, Nash, La Salle, Cadillac	\$40.00
127SF	Dodge before 1926, Graham Truck	\$45.00

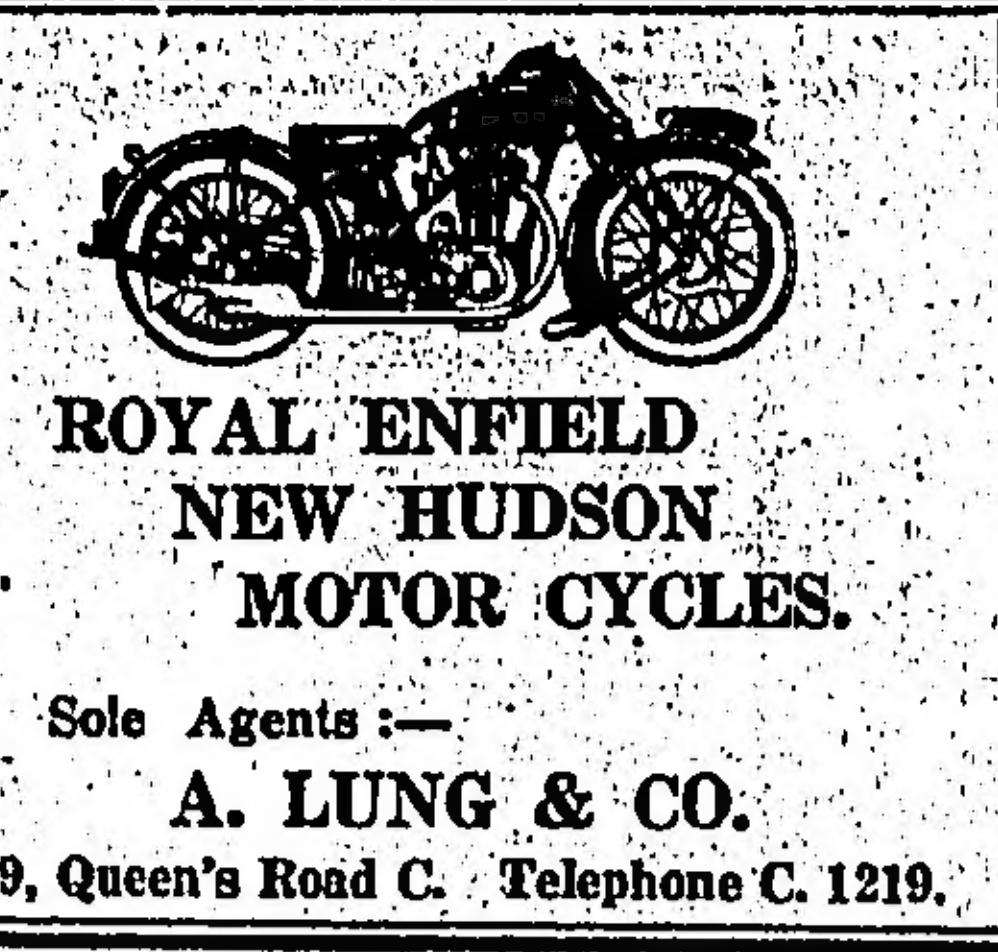
Your next battery should be a



China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, SEPTEMBER 27, 1928.



LONDON SERVICE.

"SARPEDON" 3rd Oct. Marseilles, London, Rotterdam & Glasgow
"GALICAS" 10th Oct. Milos, Cambrai, L'iden, Bremen & Hamburg
"PATROCLUS" 11th Oct. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"EUGYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 21st Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KORE & YOKOHAMA
"PROTEUS" 6th Oct. Victoria, Vancouver & Seattle
"TALITHYBIS" 27th Oct. Victoria, Vancouver & Seattle

NEW SERVICE.

"AGAPENOR" 15th Oct. New York, Boston & Baltimore
"PYRRHIA" 16th Oct. Boston, New York & Baltimore

INWARD SERVICE.

"MERIONES" Due 29th Sept. For Shanghai, Kobe & Yokohama
"ASTYANAX" Due 10th Oct. For Shanghai, Manila, Kobe & Yokohama

PASSENGER SERVICE.

"SARPEDON" 3rd Oct. Singapore, Marseilles & London
"PATROCLUS" 31st Oct. Singapore, Marseilles & London

"Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The public is particularly warned against the practice of sending coin through the post in letters. The practice besides involving risk of loss is directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that ordinance.

INWARD MAIIS.

From	To	Per
	FRIDAY, SEPTEMBER 28.	
Japan, Shanghai and Europe via Siberia	Kashgar	
Europe via Suez (Letters & Papers 80th Aug.)		
and Parcel mail London, 23rd Aug. ... Khiva		
Straits Lahore		
SATURDAY, SEPTEMBER 29.		
U.S.A., Canada, Japan and Shanghai President Cleveland		
Straits Ship due 28th 6 p.m.		
Shanghai and Swatow Taima		
SUNDAY, SEPTEMBER 30.		
Manila Empress of Canada		
FRIDAY, OCTOBER 5.		
Japan and Shanghai Fushimi Maru		
TUESDAY, OCTOBER 9.		
Australia and Manila Changte		

OUTWARD MAIIS.

For	To	Per
	THURSDAY, SEPTEMBER 27.	
Formosa Argun Maru	8.30 p.m.	
Sam Shui and Wuchow Chung On	4 p.m.	
Shanghai Glantara	4.30 p.m.	
Holow, Pakhoi and Haiphong Limchow	5 p.m.	
FRIDAY, SEPTEMBER 28.		
Straits, Ceylon, India, Mauritius, E. & S. Africa Chicago Maru	8.30 a.m.	
Manila, Sandakan, Australia and New Zealand, via Thursday Island, 18th Oct. Parcels. Noon. Registration 1.45 p.m. Letters 2.30 p.m. St. Albans		
Swatow, Amoy and Foochow Hai Ching	2 p.m.	
Shanghai, "Japan and Europe via Siberia" Khiva	6 p.m.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 27th Oct. K.P.O. Parcels 4.30 p.m. Registration (Sept. 29th) 9 a.m. Letters (Sept. 29th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 29th) 9.45 a.m. Letters (Sept. 29th) 10.30 a.m. Kashgar		
SATURDAY, SEPTEMBER 29.		
Japan Bokuyo Maru	10 a.m.	
Manila President Cleveland	4.30 p.m.	
Shanghai and Europe via Siberia Szechuan	6 p.m.	
SUNDAY, SEPTEMBER 30.		
Swatow, Amoy and Formosa Kishu Maru	9 a.m.	
Kaving	9 a.m.	
MONDAY, OCTOBER 1.		
Shanghai, Japan and "Victoria, B.C." due Victoria, B.C., 22nd Oct. Parcels 5 p.m. Registration 5 p.m. Letters (Oct. 2nd) 8.30 a.m. President Lincoln		

*Correspondence bearing vessel's name only.

U. S. AVIATORS UNDAUNTED

HASSELL & CRAMER

WARMLY WELCOMED ON ARRIVAL IN COPENHAGEN

WILL TRY AGAIN

Copenhagen, Yesterday. Hassell and Cramer arrived in a Danish steamer and were warmly welcomed by the American Minister, Mr. Dodge, representatives of the Aeronautical Society and other notabilities.

Hassell declared that he will reattempt the flight from America to Stockholm via Greenland in 1929.—Reuter.

MR. MANUEL ALVES

DEATH OF A WELL-KNOWN PORTUGUESE RESIDENT

CIVIL SERVANT

The death occurred at his residence, No. 39, Haiphong-road, Kowloon, yesterday at 9.30 a.m. of Mr. Manuel J. D. Alves, Chief Clerk of the Imports and Exports Department, with which he had been associated for the past 20 years.

A very much respected member of the local Portuguese community;

POLITICS AGAIN



HOME BY-ELECTION RESULT

AT CHELTENHAM

CONSERVATIVES RETAIN SEAT WITH LARGE MAJORITY

LABOUR LAST.

London, Yesterday. The result of the by-election at Cheltenham, caused by the death of Sir Agg Gardner, is as follows:

Sir Walter Preston (Con.) 10,488.
Sir John Brunner (Lab.) 6,678.

Miss Florence Widdowson (Lab.) 3,963.—Reuter.

[At the last General Election in October, 1924, the Rt. Hon. Sir J. T. Agg-Gardner, in a "straight fight" with the Liberal candidate, received 11,909 against his opponent's (Mr. J. S. Holmes) 9,146.]

"MODEL TREATIES"

PEACEFUL SETTLEMENT OF INTERNATIONAL DISPUTES

LEAGUE'S LATEST

Geneva, Yesterday. The Assembly has adopted a plan for the peaceful settlement of international disputes by model treaties of non-aggression and mutual assistance.

Services Offered.

The League Council instructed the Secretary General to communicate a model draft of the peaceful settlement treaties to all the nations, members of the league and to the following non-members:—Afghanistan, Brazil, Costa Rica, United States, Egypt, Ecuador, Mexico, Soviet Russia, and Turkey and to inform them that the Council was prepared to offer their services if desired.—Reuter.

INDIAN ASSEMBLY

WITHDRAWS PRESS PASSES FROM PAPERS

"UNJUST ASPERSIONS"

Simla, Yesterday.

In the Indian Assembly President Patel announced that Press passes to the correspondents of the "Times of India" and the "Daily Telegraph" have been cancelled owing to aspersions cast by them upon the impartiality of the President's ruling on questions connected with the Public Safety Bill. The passes will be renewed only when they have made an unqualified apology for their "unjust aspersions."—Reuter.

FLOODS IN MEXICO

MANY KILLED IN COLLAPSE OF HOUSES

PENAL COLONY SUFFERS

Mexico City, Yesterday. Serious floods and extensive damage have occurred on the west coast. At least 15 persons have been killed in the collapse of houses at Jalisco, which with Sinaloa Penal Colony in the Marla Islands, is the biggest sufferer.

He was an old member of the Club Lusitano, and although he seldom himself figured in the sporting activities of the local Portuguese community, he was always ready to give his hearty support to all such movements.

Mr. Alves leaves a wife, two brothers and three sisters, all resident in the Colony, to mourn his loss. His death, occurring at the comparatively early age of 41 years, is deeply regretted by a large circle of friends whose sympathy will go out to his relatives.

Last evening the funeral took place at the Roman Catholic Cemetery, Happy Valley, and was largely attended. There were many beautiful floral tributes, amongst which were those from Government departments in which the deceased had been employed.

TELEPHONY

PROPOSED THROUGH WIRE CANTON-HONG KONG

CHINESE SCHEME

According to the vernacular Press a definite scheme has been drawn up by the Canton authorities for the establishment of a long distance telephone between Hong Kong and Canton.

According to a report to hand, the scheme was originally drawn up by Mr. Lam Wan-ku, the Mayor of Canton. Preparations have now been taken by the Head of the Bureau of Public Utilities to facilitate the matter.

It is said that the telephone poles will be fitted along the Kowloon Canton Railway a distance of approximately 100 miles. The total expense for the whole scheme is reckoned to be upwards of some \$150,000.

"Although fixed charges for each exchange have not yet been drawn up, it is expected that a fee of \$1 will be charged for a period of one minute and regular customers will pay a deposit of \$30.

ARGENTINE LOAN

RENEWAL OPPOSED: INTEREST TOO HIGH

Buenos Aires, Yesterday.

The Government has ordered the immediate repayment to the North American Bank of the last short-term loan of \$12,000,000. The proposal to renew the loan at 7½ per cent. was refused on the ground that the interest was too high.

SOME BUSY RUMOUR MONGERS

A DENIAL

NO UNPUBLISHED AIR AGREEMENT

"ENTIRELY UNTRUE"

London, Yesterday. Following a report in a London newspaper that France and Britain had reached an Air Agreement, the Foreign Office states that there is no agreement or understanding of any kind with France regarding aerial matters that has not been published, and that all rumours to the contrary are entirely untrue.—Reuter.

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